B. F. TAYLOR,
Stevedore.
Lighters and Steam Launches Supplied.
ILOILO, PHILIPPINE ISLANDS.

The Hongkong Telegraph.

ESTABLISHED 1881.

THE UNITED ASBESTOS ORIENTAL AGENCY.
Sole Agents for the UNITED ASBESTOS COMPANY, LT'D. LONDON.
DODWELL & Co., LIMITED, *General Managers.*

NEW SERIES No. 1437. 日七初月正年六十二緒光 TUESDAY, FEBRUARY 6, 1900. 二拜禮 號六月二英港香 THIRTY DOLLARS PER ANNUM.

Banks.

THE
YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.

CAPITAL SUBSCRIBED .....Yen 24,000,000
CAPITAL PAID-UP ..... „ 12,000,000
CAPITAL UNCALLED..... „ 12,000,000
RESERVE FUND ..... „ 7,500,000

Head Office:—YOKOHAMA.

Branches and Agencies.

TOKIO.	KOBE.
NAGASAKI.	LONDON.
LYONS.	NEW YORK.
SAN FRANCISCO.	HONOLULU.
BOMBAY.	SHANGHAI.
TIENTSIN.	NEWCHWANG.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
PARRS' BANK, LD.
THE UNION BANK OF LONDON, LD.

HONGKONG AGENCY:—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.
„ 6 „ 4 „
„ 3 „ 3 „

S. CHOH,
Hongkong Manager.

Hongkong, 4th January, 1900. [11

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....$10,000,000
RESERVE FUND $11,000,000
RESERVE LIABILITY OF PROP'TORS $10,000,000

COURT OF DIRECTORS:
R. M. GRAY, Esq., Chairman.
N. A. SIEBS, Esq., Deputy Chairman.
David Meyer Moses, Esq.

E. Goetz, Esq.	A. J. Raymond, Esq.
A. Haupt, Esq.	R. L. Richardson, Esq.
The Hon. J. J. Keswick.	P. Sachse, Esq.
A. McConachie, Esq.	R. Shewan, Esq.

CHIEF MANAGER:
Hongkong—Sir THOMAS JACKSON.
MANAGER:
Shanghai—J. P. WADE GARD'NER, Esq.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent. per Annum on the daily balance.
ON FIXED DEPOSITS:
For 3 months, 2½ per Cent. per Annum.
For 6 months, 3½ per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.

THOMAS JACKSON,
Chief Manager.

Hongkong, 24th January, 1900. [9

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER CENT. per annum.

Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.

Hongkong, 1st August, 1895. [10

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1896.

Shanghai Taels.
SUBSCRIBED CAPITAL 5,000,000
PAID-UP CAPITAL 2,500,000

Head Office:—SHANGHAI.

Branches and Agencies.

CANTON.	PEKING.
CHEFOO.	PENANG.
CHINKIANG.	SINGAPORE.
CHUNKING.	SWATOW.
FOOCHOW.	TIENTSIN.
HANKOW.	

THE Bank purchases and receives for collection Bills of Exchange drawn on the above places, and Sells Drafts and Telegraphic Transfers Payable at its Branches and Agencies.

HONGKONG BRANCH.
Advances made on approved securities.
Bills discounted.

INTEREST ALLOWED ON DEPOSITS.
3 % per Annum Fixed Deposits for 3 months.
4 % „ „ 6 „
5 % „ „ 12 „

E. W. RUTTER,
Acting Manager.

Hongkong, 1st February, 1900. [14

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE:—LONDON.

CAPITAL PAID-UP.....£800,000
RESERVE LIABILITY OF SHAREHOLDERS £800,000
RESERVE FUND £500,000

INTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.
On Fixed Deposits for 12 months... 4 per cent.
„ „ „ 6 „ ... 3½ „
„ „ „ 3 „ ... 2½ „

T. H. WHITEHEAD,
Manager, Hongkong.

Hongkong, 20th May, 1898. [13

THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital.....£1,000,000
Paid up Capital .....£ 324,374

HEAD OFFICE:—HONGKONG.

Board of Directors:—

Chan Kit Shan, Esq.	D. Gillies, Esq.
Chow Tung Shang, Esq.	J. T. Lauts, Esq.

Chief Manager,
GEO. W. F. PLAYFAIR.
Interest for 12 months Fixed .....5 %

Hongkong, 20th December, 1899. [8

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT,
$5 per Cask of 375 lbs. Net ex Godown.

SHEWAN, TOMES & CO.,
General Manager.

Hongkong, 11th December, 1899. [91

Intimations.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	CAPTAINS	TO SAIL	REMARKS
LONDON, &c...	*Bengal**	S. Barcham	Noon, 17th Feb.	Freight or Passage.
JAPAN	*Rohilla*†	S. de B. Lockyer, R.N.R.	About 17th Feb.	Freight or Passage.
SHANGHAI ...	*Coromandel*	F. W. Vibert, R.N.R.	About 17th Feb.	Freight or Passage.
LONDON	*Canton*	C. F. Lockstone, R.N.R.	About 22nd Feb.	Freight or Passage.
S'HAI & JAPAN	*Java*	G. W. Gordes, R.N.R.	About 24th Feb.	Freight or Passage.
JAPAN	*Candia*†	W. H. Haughton, R.N.R.	About 25th Feb.	Freight or Passage.
MARSEILLES & LONDON DIRECT. (Without Transhipment).	PARRAMATTA		31st March	Freight or Passage.
	MASSILIA		14th April	

* (See Special Advertisement). † (Passing through the Inland Sea).

For Further Particulars, apply to

H. A. RITCHIE, Superintendent.

Hongkong, 5th February, 1900. [5

IMPERIAL GERMAN MAIL LINE.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG;
PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;
ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS;
Steamers will call at SOUTHAMPTON to land Passengers and Luggage.
N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
SACHSEN	THURSDAY, 8th February.
OLDENBURG	WEDNESDAY, 21st February.
BAYERN	WEDNESDAY, 7th March.
STUTTGART	WEDNESDAY, 21st March.
KONIG ALBERT	WEDNESDAY, 4th April.
WEIMAR	WEDNESDAY, 18th April.
PRINZ HEINRICH	WEDNESDAY, 2nd May.
PREUSSEN	WEDNESDAY, 16th May.
HAMBURG, (Hamburg-Amerika Linie)	WEDNESDAY, 30th May.
SACHSEN	THURSDAY, 14th June.
OLDENBURG	THURSDAY, 28th June.
BAYERN	THURSDAY, 12th July.
STUTTGART	THURSDAY, 26th July.
KONIG ALBERT	THURSDAY, 9th August.
WEIMAR	THURSDAY, 23rd August.
PREUSSEN	THURSDAY, 6th September.

ON THURSDAY, the 8th day of February, 1900, the Steamship "SACHSEN," of the NORDDEUTSCHER LLOYD, Captain F. Mentz, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 5th February, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 6th February, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 6th February.

Contents of Packages are required. No Parcel Receipts will be signed for less than $2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,
AGENTS.

Hongkong, 6th February, 1900. [22

HONGKONG HOTEL.

NEW ROOMS
At Moderate Daily Rates.

[3

"CLAYMORE."

FINE OLD SCOTCH WHISKY.

SOLE AGENTS:—
THE VICTORIA DISPENSARY,
HONGKONG.

25]

MUSICAL INSTRUMENTS.

VIOLINS, GUITARS, CORNETS,
CELLOS, BANJOS, TROMBONES,
MANDOLINES, GUITARRAS, EUPHONIUMS,
MANDOLAS, ZITHERS, CLARINETS, &c.

LANE, CRAWFORD & Co.

Intimations.

THE NATIONAL TENSION
THAT THE
RELIEF OF LADYSMITH
WILL REMOVE, IS NOTHING TO THE RELIEF YOU WILL EXPERIENCE BY TAKING
BALSAMIC
COUGH LINCTUS.

SOLE PROPRIETORS:
Watkins, Limited,
66, QUEEN'S ROAD CENTRAL, HONGKONG. [16

UNITED ASBESTOS ORIENTAL AGENCY, LIMITED.

SOLE AGENTS IN
HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS,
FOR THE
UNITED ASBESTOS CO., LD., LONDON,
CONTRACTORS TO H.M. GOVERNMENT.
MANUFACTURERS OF THE
Best Qualities of ASBESTOS GOODS and PACKINGS.
HYDRAULIC and SELF LUBRICATING PUMP PACKINGS, of all kinds.
"VICTOR" METALLIC BOILER JOINTS.
ASBESTOS SALAMANDER BOILER COVERING COMPOSITION of the best qualities.
ESTIMATES given for every DESCRIPTION of WORK.
CHIEF SUPERINTENDENT.....THOMAS SKINNER.
SUPERINTENDENT.....ARCHIBALD RITCHIE.

17] DODWELL & CO., LIMITED, General Managers.

PEAK HOTEL
AND
CRAIGIEBURN.

THE PEAK HOTEL is situated at VICTORIA GAP, adjoining the TRAMWAY TERMINUS, 1,350 feet above sea Level.

CRAIGIEBURN is situated at PLUNKETT'S GAP, five minutes walk from the PEAK HOTEL.

Fine Healthy location, variety of beautiful scenery. Cool Southerly breezes in Summer with perfect protection against the North East Winds in Winter.

Well appointed rooms, attentive service and excellent Cuisine.

A. MOIR,
Manager.

CITY OFFICE, 7, Duddell Street.
Hongkong, 31st October, 1899. [18

BLATZ BEER
MIGHT BE EQUALLED
BUT CANNOT BE
SURPASSED.

Per Cask of 10 dozen Pints $25

SOLE AGENTS:
H. PRICE & Co.,
12, QUEEN'S ROAD.

Hongkong, 3rd February, 1900. [20

AQUARIUS.

Telephone 75.

"The Latest thing in Mineral Waters that we have happened upon is "AQUARIUS." We have tried it plain, we have tried it with Whisky, and have nothing but good to say of it."

"MAN OF THE WORLD," LONDON.

CALDBECK, MACGREGOR & Co.,
AGENTS,
AQUARIUS COMPANY.

15, Queen's Road.
Hongkong, 20th January, 1900. [15

PETER SYS' WONDERFUL SPECIFIC.

THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for SPRUE, DYSENTRY, DIARRHŒA, HEMORRHAGE and ULCERATION of the BOWELS.

Recommended by some of the Chief Specialists of the Medical Profession.
Sold retail by all Chemists and Wholesale
by
THE PETER SYS COMPANY,
(Proprietors and Sole Manufacturers),
9, Old China Street,
Shanghai.

12th October, 1898. [21

CHS. J. GAUPP & CO.,

CHRONOMETER, WATCH, and CLOCK MAKERS JEWELLERS, SILVER SMITH'S, and OPICIANS.
CHARTS and BOOKS.
NAUTICAL INSTRUMENTS,
Sole Agents for Louis Audemars' Watches awarded the highest Prizes at every Exhibition: and for Voigtländer and Sohn's
CELEBRATED OPERA GLASSES,
MARINE GLASSES and SPYGLASSES.
Nos. 54 & 56, Queen's Road Central. 43

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.
Sole Agents in the East for the amalgamated CLEMENT, HUMBER and GLADIATOR Co., Ld., DUNLOP TYRES'S BICYCLES—PRICE...$160.
A special reliable Watch made for this Climate.
Quality A.....$16
Quality B.....$12
40, QUEEN'S ROAD,
Watson's Building.

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HONGKONG ICE COMPANY, LIMITED.

THE NINETEENTH ORDINARY ANNUAL MEETING of SHAREHOLDERS will be held at the OFFICE of the Company, Pedder Street, at NOON, TO-MORROW, the 7th of February, to receive a Statement of the Company's Account to the 31st December, 1899, and the Report of the General Managers.

The TRANSFER BOOKS of the Company will be CLOSED from the 28th instant to the 7th February, both day inclusive.

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 6th February, 1900 [108b

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LIMITED.

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of the China Provident Loan and Mortgage Co., Limited, will be held at the OFFICE of the Company, No. 9, Praya Central, on THURSDAY, the 8th day of February, 1900, at NOON, when the SUBJOINED RESOLUTIONS which were passed at an Extraordinary General Meeting of the Company held on the 23rd of January, 1900, will be submitted for Confirmation.

RESOLUTIONS.

1. "That the Capital of the Company be increased to $2,000,000 by the creation and issue of 50,000 New Shares of $20 each."
2. "That the Commission of the General Managers be reduced to 5 per cent. and that the figure "8" in the Sixth paragraph of Article XI of the Articles of Association of the Company be struck out and the figure "5 substitued therefor."

SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 27th January, 1900. [121b

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the ORDINARY HALF YEARLY MEETING of the SHAREHOLDERS in this Corporation, will be held at the CITY HALL, Hongkong, on SATURDAY, the 17th day of February, at NOON, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 31st December, 1899.

By order of the Court of Directors,
T. JACKSON,
Chief Manager.

Hongkong, 24th January, 1900. [105b

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the Registers of Shares of the Corporation will be CLOSED from SATURDAY, the 3rd to the 17th day of February, (both days inclusive), during which Period NO Transfer of Shares can be registered.

By order of the Court of Directors,
T. JACKSON,
Chief Manager.

Hongkong, 24th January, 1900. [106b

HONGKONG AND WHAMPOA DOCK CO., LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY YEARLY MEETING of SHAREHOLDERS will be held in the OFFICES of the Company, Queen's Buildings, New Praya, on MONDAY, the 26th February, 1900, at 3 o'clock P.M., for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 31st December, 1899.

The TRANSFER BOOKS of the Company will be CLOSED from the 12th to 26th February, both days inclusive.

By order of the Board of Directors,
THOS. I. ROSE,
Secretary.

Hongkong, 30th January, 1900. [127b

HONGKONG FIRE INSURANCE CO., LIMITED.

NOTICE TO SHAREHOLDERS.

THE THIRTY FIRST ORDINARY ANNUAL MEETING of SHAREHOLDERS in the above Company, will be held at the OFFICES of the Company, Pedder's Street, on THURSDAY, the 1st day of March, 1900, at 12 o'clock (NOON), to receive a Statement of Accounts to 31st December, 1899, and the Report of the General Managers, and to elect a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 15th February to the 1st March, both days inclusive.

JARDINE, MATHESON & Co.,
General Managers.
HONGKONG FIRE INSURANCE Co., LIMITED.

Hongkong, 30th January, 1900. [129b

To-day's Advertisements.

PUBLIC AUCTION.

MR. H. N. MODY has received instructions to Sell by
PUBLIC AUCTION,
at the Offices of Messrs. E. D. SASSOON & Co., Duddell Street,
on
THURSDAY, the 1st March, 1900,
at 3 o'clock, P.M.
ALL THAT VALUABLE
PEAK PROPERTY
known as "CREGGAN."

The Property contains a total Area of 75,519 square feet, and is held for the residues of two several Terms of 75 years from the 10th December, 1877, and the 10th December, 1878, respectively, and is subject to the Annual Crown Rents of $15.41 and $2.85.

For further Particulars, apply to
Messrs. DEACON & HASTINGS,
Vendors' Solicitors,
or to the
AUCTIONEER.

Hongkong, 6th February, 1900. [151b

TO LET.

NO. 2, CAMERON VILLAS, PEAK, from 1st April next.
Apply to
BELILIOS & CO.
Hongkong, 6th February, 1900. [155b

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship
"ESMERALDA",
Captain A. Ramsay, will be despatched for the above Port, on FRIDAY, the 9th instant, at 5 P.M.
This steamer has Superior Accommodation for Passengers and is fitted with the Electric Light.
For Freight or Passage, apply to
SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 6th February, 1900. [152b

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship
"LIGHTNING,"
Captain S. H. Belson, will be despatched for the above Ports, on TUESDAY, the 13th instant, at 3 P.M.
For Freight or Passage, apply to
DAVID SASSOON, SONS & Co.,
Agents.
Hongkong, 6th February, 1900. [153b

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship
"LIGHTNING,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from along side.
Cargo impeding the discharge will be landed at once.
Cargo remaining on board after the 8th instant, at 2 P.M., will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited.
Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside; such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by
DAVID SASSOON, SONS & Co.,
Agents.
Hongkong, 6th February, 1900. [154b

Intimation.

A. S. WATSON & Co.,
LIMITED.

WINE MERCHANTS.

ESTABLISHED A.D. 1841.

CLARETS.

	Per Case 1 doz Qts.	Per Case 2 doz Pints
B ST. ESTEPHE, Red Capsule	$ 6.96	$ 7.56
C ST. JULIEN, Red Capsule	9.00	9.60
D LA ROSE, Red Capsule	12.96	13.92
CHATEAU HAUT BRION LARRIVET	18.60	19.20
CHATEAU MOUTAN D'ARMAILHACQ	21.00	22.20
CHATEAU PONTET CANET	25.00	—
CHATEAU LA TOUR CARNET	30.00	—
CHATEAU RAUZAN	42.00	—
CHATEAU LAFITTE	48.00	—

These CLARETS are bought direct from the leading French growers. The lowest priced are of exceptional value and guaranteed to be the genuine product of the juice of the grape, and are not artificially made as is generally the case with cheap Wines.

CHATEAU LA TOUR CARNET, CHATEAU RAUZAN and CHATEAU LAFITTE are commended to the notice of Connoisseurs as high-class after-dinner Wines of a rich and rare character.

Sample bottles and smaller quantities will be supplied at proportionate wholesale rates.

We guarantee our Wines and Spirits to be genuine only when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & CO., LIMITED.

NOTICES TO CORRESPONDENTS.

IT is requested that all communications relating to Subscriptions, Advertisements, &c., be addressed to the "Manager, *Hongkong Telegraph*" and not to the Editor.

Letters on Editorial matters to be sent to "The Editor" and not to individual members of the staff.

Communications intended for publication must be accompanied by the name and address of the writers, not necessarily for publication; but as evidence of good faith.

Whilst the columns of the *Hongkong Telegraph* will always be open for the fair discussion by correspondents of all questions affecting public interests, it must be distinctly understood that the Editor does not in any way hold himself responsible for opinions thus expressed.

TO ADVERTISERS.

Advertisers are requested to forward all notices intended for insertion in that day's issue not later than Three o'Clock so as not to retard the early publication of the paper.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

The Hongkong Telegraph has the largest circulation of any English newspaper published in the Far East, and is therefore the best medium for Advertisers. Terms can be learnt on application.

The Hongkong Telegraph

HONGKONG, TUESDAY, FEBRUARY 6, 1900.

REUTER'S TELEGRAMS.

THE WAR.

The Orange Free State.

LONDON, February 3rd.

Well accredited reports are current that the Free Staters are increasingly weary of the war and that some influential leaders, including one of the principal Commandants, have entered into secret negotiations with the British with a view of ascertaining terms which would be granted if they quitted their allies.

Buller's Force.

LONDON, February 4th.

General Buller has apparently not yet moved. Reuter's Correspondent at Spearman's Camp, 3rd instant, says that the enemy on that day fired from the hills upon a Cavalry reconnaissance. The Boers are burning all cover along the last British line of advance.

Zululand.

LATER.

Boers from Vryheid have captured the British Magistrate at Inqutu in Zululand, also 11 white and 34 coloured police, with horses and ammunition.

WEATHER REPORT.

The Observatory report says:—

On the 6th at 11.55 a.m. the barometer has risen in the North, particularly over Japan. The anticyclone covers the whole of the China coast and the greater part of Japan, the centre probably lying over Shantung. Gradients moderate on the E. coast of China, steep with very strong monsoon in S. China and the N. part of the China Sea. FORECAST. Strong N.E. winds; fair.

LOCAL AND GENERAL.

H.M.S. *Algerine* has returned from the Canton river.

WE learn that the Hon. J. H. Stewart Lockhart goes home on leave by the *Sachsen* and that his place will be temporarily filled by the Hon. F. H. May.

THERE were several summonses heard this morning at the Magistracy against dog-owners for not obtaining licences. The delinquents were fined $2.

TO-MORROW afternoon, on the Happy Valley, the Hongkong Football Club "A" will play the Sergeants of the Royal Welsh Fusiliers. Kick-off at half-past four.

LIEUTENANT Percy S. St. John, R.N., lately in command of H.M.S. *Peacock* on this station, has been appointed to the *Devastation* for the *Cormorant*, in command of torpedo-boats at Gibraltar.

THE parishioners of Peak Forest Church, South Wales, have subscribed a marble and wood carving memorial to the late Commander Egerton, R.N., who was killed at South Africa a few months ago.

MR. A. P. Cameron on retiring from business, has resigned his directorship of the Chartered Bank of India, Australia and China, and his place has been taken by Mr. E. F. Alford, late of Jardine, Matheson & Co.

WE have been informed that a brother of a distinguished electrician resident in this Colony, who recently read a paper at the Engineers' Institute, was among the number who volunteered and was accepted for service in South Africa.

THE German Order of the Red Eagle, 4th class, has been conferred on numerous people, amongst others we may mention, Consul Zimmerman at Canton, Graf von Butler at Shanghai, and Mr. A. Korf (Melchers & Co.) also of Shanghai.

AN Irish lady, having had a few angry words with her husband one day, had occasion, a few moments after, to send her servant for some fish for dinner. "Bridget," said the mistress, "go down the town at once and get me a plaice." "Indade, an' I will, ma'am," said Bridget; "and I may as well get wan for myself, too, for I can't stand the masther no more than yerself."

WE see by the *L. & C. Express* of the 5th of January that Dr. Patrick Manson, a late well-known Hongkong resident has had the order of C.M.G. conferred upon him. His numerous friends here will be pleased at the honour thus conferred upon him, and that the Government has recognized the many services he did for them in so fitting a manner. Dr. Manson took a great interest in plague development, and his knowledge has been of very great service to the Home Authorities.

WE learn that Torpedo-boat No. 36, which came to grief the other day on a rock near Kam Chuk, has been raised and beached. Temporary repairs are being executed and when these are completed she will be brought to Hongkong.

IT is pleasant to see that the old building between Messrs. Line, Crawford's premises and the Registrar's Office is about to be demolished. It has long been an eyesore to Queen's Road and should have been pulled down years ago. There are others dotted about the town that would not be missed.

THE KOWLOON LAND AND BUILDING COMPANY, LIMITED.

To-day at noon, the ordinary meeting of shareholders in the above Company took place at the offices of the Company in Victoria Buildings. The following gentlemen were present Messrs. F. Henderson (Chairman) J. H. Cox, E. Jones Hughes, Georg, Goosmann, Northcote, Reid, and Shelton Hooper (Secretary). The Secretary read the notice convening the meeting.

The Chairman said: he had very little to say, and after quoting the figures published in the report which he considered were very satisfactory he proposed the adoption of the report and accounts and asked if there were any questions.

Mr. Reid said he had great pleasure in seconding the adoption of the report, and took the opportunity of congratulating the directorate on the satisfactory state of the company; the expenses were low and the prospect of increased rental even larger. He would, however, like to suggest that they concentrated their attention on Kowloon, and if they could see their way, to further develop their property there.

Mr. Henderson said it always gave them pleasure to receive suggestions from the shareholders and that this one would receive their attention but he did not think their present property could be more developed without injuring their present buildings, but if the demand increased they would endeavour to meet it.

Mr. Georg suggested that they could build on the present tennis lawn by altering the outhouses and making a road way through the centre.

Mr. Henderson, said that would require more capital, which Mr. Georg said would be forthcoming. The meeting then terminated.

Dividend warrants will be ready to-morrow.

CRICKET.

R.A. SERGTS' MESS & STAFF SERGTS' MESS.

A cricket match was played last Saturday between the members of the Royal Artillery Sergeants' Mess and those of the Staff Sergeants' Mess, at the Happy Valley.

The following are the scores:—

R. A. SERGEANTS' MESS.

Sergt. Durrance b. Barlow b. Nicolls	9
" May b. Nicolls	7
" Bliss A.W.D. c. Ellis b. Barlow	11
" French st. Nicolls	1
" Bliss L. b. Burrell	19
C.Q.M.S. Ansell L.B.W. b. Ellis	21
Mr. Stretton c. Nicolls b. Ellis	11
Sergt. Mullis b. Ellis	19
Mr. Bin Hamdu c. Ellis b. Nicolls	9
Sergt. Rose b. Nicolls	0
" Bonner not out	18
" Extras	12
Total	146

STAFF MESS.

Sergt. Nicolls b. Mullis	1
" Burrell b. Stretton	18
" Barlow c. French b. Bowled May	9
" Ellis b. Ansell	19
C.M.S. Sidwell b. Ansell	0
Sg. Gibson b. Ansell	0
Mr. Coles, not out	1
Staff Sg. Pickering b. Stretton	7
Sg. Holfe c. Durrance b. Stretton	1
" Wyatt b. Stretton	3
Mr. Brown, Run out	0
Extras	15
Total	75

CANTON NOTES.

During the last few years the robbers have become so powerful, in the province of Kwongtung that they are able to divide themselves into bands and rob different places simultaneously. The robber chief in the Pune U and Far Yuen districts are Yueng Tsun and Yueng Wing, his flags bear the emblem of a fish. The robber chiefs in Nam Hoi and Shan Tak district are Fu Tsan, Hoi and Au Sun, their flags bear a lion. The former party are stationed on the river banks at Koon Yu and Kum Kai where they rob passing junks. The junk owners have now engaged ten police with a boat to escort the junks whenever passing there, in order to protect them from being pirated. Unfortunately the pirates show no signs of fear, and committ their depredations and on the 27th of January a junk was pirated, although the police were escorting her. The pirates, after killing two policemen and wounding one, managed to board the junk, and carried the cargo away.

On the 29th ultimo a robbery took place at the Dak Tsen market town, in the Nam Hoi district, where more than ten shops were robbed.

The robbers after killing two native police and wounding two others went away with the loot leaving several dead bodies of their comrades behind.

The Viceroy Li of Canton has now ordered a station with a force of five hundred policemen to be established near his Yamen. The policemen's duty is to pay special attention to robberies, arrest robbers and investigate cases.—*China.*

TAINAN.

In his Consular report on the trade of the district of Tainan (South Formosa) for the year 1898 Mr. Griffiths says:—

IMPORTS.

As pointed out in the report on the trade of this district for 1897 the whole of the import trade, with the exception of the import of kerosene oil, matches, beer, and condensed milk is in the hands of the local Chinese merchants. The bulk of the goods of foreign origin which they import they purchase in Hongkong while Chinese produce imported by them they obtain in the various coast ports of China, chiefly Swatow, Amoy, and Foochow.

CONDENSED MILK.

It was stated in the report on the trade of this district for 1897 that Anglo-Swiss and American condensed milk had been almost entirely supplanted in this market by the German article, owing to the lower price at which the latter could be sold. This was correct at the time when the report was written and there was no reason as long as German Milk remained of the same good quality as the first consignments and still undersold the other brands why it should not have monopolised the market here. It failed, however to keep up the required quality. On the contrary, it quickly deteriorated until towards the end of the year under review, some consignments which arrived were so bad as, in the opinion of competent surveyors, to be practically worthless. It has consequently lost its position in the local markets and the Anglo-Swiss and American condensed Milks are re-established.

SUGAR EXPORTED TO CHINA IN HANDS OF CHINESE MERCHANTS. NEW FEATURES OF TRADE.

The export of sugar to China (chiefly to Ningpo and Tientsin is exclusively in the hands of Chinese Merchants, the powerful Guilds in the North of China, effectually preventing any competition on the part of foreign merchants. A new feature, however, in the trade is that where as formerly all the sugar from South Formosa to the North of China was shipped in junks, a considerable portion of the amount exported is now, in spite of comparatively high freights, taken over by steamers. With reduced freights there would seem to be no reason why the whole crop destined for China (which last year amounted to over 330,000 piculs) (one picul 133⅓ lbs), should not be shipped in steamers. A considerable saving in time would certainly be effected and the cargoes would be afforded better protection against sea damage during the voyage.

HEMP.

Hemp or more strictly speaking the Chinese grass plant (Boehmeria nivea) is largely exported to the mainland (Chiefly to Swatow for the purpose of being manufactured into cloth which is then re-imported into Formosa, the natives of the island not being sufficiently enterprising or perhaps being too indifferent or lazy to manufacture it for themselves). The plant is extensively cultivated on the western side of the island from Kage southward, and the crop is pulled towards the end of August or early in September. The fibres are divided into three classes, the outer skin or inferior fibre from which rope is made, the middle fibre from which a coarse and inferior kind of cloth is manufactured and the inner pith which is used for the manufacture of Chinese linen.

DECREASE IN NUMBER OF BRITISH SHIPS. INCREASE IN NUMBER OF GERMAN VESSELS. HOW ACCOUNTED FOR.

British shipping decreased to an extent of 14 ships and 13,873 tons, while German shipping shows an increase of 12 ships and 17,251 tons. This decrease in British and increase in German shipping was due entirely to the fact that the Douglas Company's steamer *Thales* which had for years past carried on a tri-monthly service between Hongkong and Anping via Swatow and Amoy, had to be taken off the run in consequence of the loss of the *Namoa*, one of the Company's vessels on the Hongkong Foochow line, and was replaced on the Southern Formosa service by the *Nanyang* a German Steamer chartered for that purpose by the Douglas Company. This steamer ran regularly throughout the year from January to December with the exception of three months when she was replaced by the s.s. *Kong Beng*, of the Scottish Oriental Company, likewise chartered by the Douglas Company. The *Nanyang* made 26 round trips during the year and this fact, together with the fact that under ordinary circumstances a British steamer would have been running in her place, fully accounts for the increase in German and the decrease in British shipping in 1898.

Of British vessels which entered and cleared this port during the year under review 36 vessels with a tonnage of 36,410 tons belong to the China Navigation Company and two steamers with a tonnage of 1,970 tons to the Indo-China Steam Navigation Company, four Japanese steamers of 3,960 tons and six American sailing vessels of 2,802 tons entered the port from foreign countries during the year.

FOREIGN RESIDENTS.

The Chinese residents at the close of the year numbered 328, and the other foreigners 47, including 36 British, eight Spanish, and three German subjects. There are at present four British firms established in this district. Both the German firms referred to in the report on the trade for this port for 1897 closed their business here during the year under review.

GENERAL REMARKS. YEAR'S TRADE SATISFACTORY.

The year's trade was on the whole satisfactory, and, so far as the British Merchants of Tainan were concerned, proved by no means unprofitable. In spite of the enormous decline in the export of camphor from South Formosa to which reference has already been made the year's exports show a decided increase and prices realised generally left a considerable margin of profit for the exporter.

DISTURBED STATE OF THE COUNTRY DURING THE YEAR.

The year was certainly the most satisfactory one as regards the export trade experienced by British Merchants in South Formosa since the occupation of the island by the Japanese; this too in spite of the disturbed state of the country and the consequent difficulties experienced in communicating not only with the interior but even with villages in the immediate vicinity of Tainan and the ports Anping and Takow. "Toa-hui" or brigands carried on their nefarious practices almost under the walls of the city of Tainan, while throughout the greater part of the year the road between that place and Takow, previously one of the safest in the island, was well-nigh impassable. The 2½ miles of road between Anping and Tainan even could scarcely be considered absolutely safe especially towards the close of the year.

CHIENG MAI AND DISTRICT.

In his Consular report on the Trade of the District of Chieng Mai for the year 1898, Mr. J. S. Black says:—

TOTAL VOLUME OF TRADE: ABSENCE OF OFFICIAL STATISTICS.

It is impossible in the absence of complete statistics to give a comprehensive view of the trade of this Consular district which now includes the whole northern part of Siam above Raheng and Sukotai, latitude 17o north. The only official figures available are those compiled of trade between Siam and Burma, which have been made up in this office from monthly statements, forwarded by the Director of Land Records and Agriculture Rangoon.

TRADE ON THE SOUTH, EAST AND NORTH.

This supplies an accurate knowledge of imports into and exports from Burma on the west, but no *official returns of any* kind are kept of trade from the south, east and north. The southern trade is with Bangkok by the two branches of the Menam; there is some trade on the east with the region of the middle Mekong and Luang Prabang, whilst a considerable commercial Intercourse is carried on between the north of this district and the Southern Shan States. Chinese traders, too, with trains of pack-mules from Yunnan annually traverse this part of Siam on their way to Moulmein. It is not possible under these circumstances to give in exact figures the total volume of trade in this district, but an approximate estimate of the Bangkok and Yunnanese trade is made, whilst a conjectural ammount has been put down for the trade with Eastern Siam and the Southern Shan States. We thus arrive at the following figures making a total of over £740,000 or in round numbers about three-quarters of a million.

TEAK.

The wealth of the north of Siam consists in its teak forests, and did this timber business not exist, there would be very little circulation of money and the buying power of the natives would be restricted to a minimum. It is curious to note that the mass of the population here have taken no actual share in the development of the great riches of their forests. The inhabitants here are Lao, a race differing in speech very considerably from the Siamese and they lack in a singular degree the trading instincts which distinguish the Burman to the west of them and the Shan to the north. They are quite content to live a hand-to-mouth existence and leave trading and money making in their country to foreigners. This is not entirely due to their own fault, though the Lao are notorious in the East for laziness, but partly due to the fact that the people are all dependents on some chief and have not been in a position to engage in business for themselves. The chiefs are on the other hand content themselves generally with being forest owners, and they have developed the forests so much as they allowed Burmans and Shans to work them for a consideration. In this way the greater part of the actual work in the forests (Nan and Phré excepted) the girdling, felling and dragging of timber, is performed by Burmans and Shans who work a little on their own account but mostly for Companies.

FOREIGN INTERESTS.

Of these there are six, three British, one Danish, one Siamese and one French. The Siamese and French Companies are more strictly speaking partnerships of which the members are Chinese. It is not possible to say even after considerable research in what proportions these companies do business but it can be asserted with safety that British interests very largely predominate over all the others combined. These interests will be even larger in the future as far as the out-put is concerned, for one British firm has, by negotiation with leaseholders and others, now brought within its control the whole of the teak forests on the Salween side. This represents one-half of the Siamese teak trade.

CHIENGMAI TRADE.

Considering that Chiengmai is situated about 500 miles from Bangkok and cut off by a serious of dangerous rapids on the river, extending over a distance of 50 miles it is surprising to find trade comparatively so flourishing. Chiengmai is the most enterprising of all the provincial centres of Siam and the town with its numerous stores, some of which are handsome brick buildings, has quite a prosperous look. The Chinaman is the moving spirit in the Bangkok trade and the stores here were originally offshoots from Chinese firms in Bangkok. The overland trade from Burma on the other hand is left to Burmans, Shans, and Laws from Yunnan, referred to later on. Every trader of any importance sends to Bangkok for his own goods and the journey is a long and costly one. A trip occupies about three months and an ordinary boat carries about 4 tons of goods. The hire of the boats and the wages of the men amount to about 500 Rs. (£33). The goods are usually of a bulky nature and such as could not be economically transported overland from Moulmein. In spite of all the difficulties of transport yet intermediate markets prices in Chiengmai are not so high as regards staple articles as might be expected on the usual trade staples for which there is a constant demand, the price in Bangkok is not more than 10 per cent. above European prices. Keen competition has cut down former high Profits. Another 15 to 20 per cent. only is added to the Chiennai price; but this is due partly to the fluctuations of the exchange the rate between the ticals and rupees. When high prices are offered in Chiengmai for rupees required by the timber companies for their expenses, goods are sold off at a minimum of profit, and the Chinaman makes a good thing out of the exchange. On fancy or perishable articles Chiengmai prices are very high, for example, glassware the cheapest 2d. tumblers being sold here for 1 R. (1s. 4d.) each. Whiskey at 3 Rs. (4s.) per bottle or 100 per cent. above Singapore prices; butter at 2 Rs. (2s. 8d.) per lb. or 60 per cent. above Bangkok prices. An attempt has been made for the first time to ascertain the relative value of imports from different countries of Europe. This information has been furnished by a European merchant in Chiengmai, and may be regarded as pretty accurate as he has had very great experience in the export trade of Europe. Taking the import trade of Chiengmai from Bangkok in round numbers at 20,000,000 Rs., the following table shows the origin of the goods and the proportionate values;—

Name of Countries.	Proportionate value. Currency Rupees.	Sterling £	per cent.
Great Britian	675,000	45,000	33.75
Switzerland	450,000	30,000	22.50
Germany	345,000	23,000	17.25
America	300,000	20,000	15.00
France	150,000	10,000	7.50
Holland	30,000	2,000	1.50
Japan	20,000	1,333	1.00
Italy	20,000	1,333	1.00
Austria	10,000	667	0.50
Total	2,000,000	133,333	1,000

GREAT BRITAIN.

It is gratifying to find that in this distant and inaccessible market, Great Britain heads the list with nearly 34 per cent. of the imports, and this is due to the merits of the goods offered. That merit it must be admitted is cheapness. The native will have his goods cheap and it is almost surprising to find that Great Britain can surpass Continental competitors in the matter of low prices. A Swiss firm established here has the choice of the whole Continental Market for the varieties of goods in the market here, but it finds that England can supply many things cheaper even than Germany and the bulk of the firm's imports are of English manufacture.

THE PLAGUE.

Cases reported to 5th instant	10
Do. do. during past 24 hours	1
Total	11
Deaths reported to 5th instant	9
Do. do. during past 24 hours	1
Total	10

EARTHQUAKE SHOCKS.

The two shocks of earthquake which we reported as being felt on the morning of the 22nd ulto. anpear to have been preceded by disturbances all over the country. A Tokyo dispatch reports that shocks were felt there at 6.30 and 8.50 p.m. on the previous day. It is reported that ashes fell in the district extending from Chiba to Hongo, Tokyo, and investigations have been commenced by the Central Meteorological Observatory to inquire into the cause of this phenomenon.

From Nagano it is reported that a loud rumbling noise was emitted from Mount Asania (a noted volcano in Shinano province) at 7 a.m. on the 22nd, and at the same time a shock of earthquake was experienced in the South and North Sakuma districts. It is also stated that ashes fell in the neighbourhood of Urawa, and it was there thought that some disturbance had occurred in the Ashiya copper mine.

Kobe experienced two more decided shocks of earthquake yesterday, one shortly after 11 a.m., and the other about 3 p.m.—*Kobe Chronicle.*

INCREASE OF TOBACCO CULTIVATION IN JAPAN.

Investigations made by the Leaf Tobacco Monopoly Bureau show that the area devoted to the cultivation of tobacco in the Empire last year amounted to 42,155 cho, and the producers to the number of 572,828. This represents an increase of 1,581 cho in the area and 225,570 in the number of producers, as compared with the statistics for the preceding year. The increase is attributed to the great efforts made by various local Monopoly officers to encourage the cultivation of tobacco.—*Kobe Herald.*

A MODERN MIRACLE WORKER.

EXTRACTING TEETH PAINLESSLY.

KOBE, January 24th.

Hamaguchi Yugaku, a country priest, who recently appeared at Osaka, declaring himself to be able to cure any disease, and caused great excitement, has been to display his supposed miraculous art of healing in Kobe during the past few days. He was prohibited from giving displays of his powers in Osaka by the police. His first display in Kobe was given on Saturday in a house in the Fukuwara, and afterwards in the house of Mr. Kusaka, a lawyer. On Sunday he performed in the Jinko Club at the request of certain lawyers, who desired to test his art. There were large audiences on every occasion. We learn from one who was present that the miracle-worker extracted a tooth without apparently touching it, giving practically no pain to the person operated upon. He claims that the teeth are extracted by supernatural powers.—*Chronicle.*

THE WRECK OF THE TRANSPORT "IMMORE."

A military officer, who was on board the transport *Immore*, has supplied the *Cape Times* with an account of the wreck of that vessel whilst conveying to the Cape five troops of the 10th Hussars, the 63rd Battery R.A., and one company R.A.M.C. In the course of his narrative he says:—At 20 minutes to 3 on Sunday morning I was awakened by a nasty grating, tearing sound of about 40 seconds' duration, and immediately knew we had struck a rock. I hastily put on some clothes and went on deck, and there we were, fast on the rocks, with others all round. The shore could be dimly discerned through the thick misty haze, about some 600 or 700 yards off. I went for the trumpeter, by order of the commanding officer, and sounded the fire alarm. I cannot too highly write of the conduct of the men. There was no semblance to a panic, and although the general belief was that the ship was going down every man was at his assigned post, either at the boats or at his horse's head, but the absence of shouting or rushing about was remarkable, every one was at his post as coolly as though he were at any ordinary parade. The captain told the commanding officer there was no immediate danger; this fact was communicated to them, and immediately every one was relieved. The captain then ordered the men to stand to the boats, in order to land them all, as the ship was making water very rapidly. Here, again, perfect order prevailed; every one was at his appointed boat, but they took an awful time in being lowered. One boat was eventually lowered and filled with men, but sprang a leak and made water so rapidly that the men had to bale for their lives, and just got into another boat in time. At this period things did not look too bright. As the light began to dawn, about 6 o'clock, we made out to our great relief a small village, Patelnoster, and soon saw some boats coming out to our assistance. One boat having got off to find the best landing-place, a most necessary precaution, as the whole coast was literally studded with rocks, the others then followed quickly, and the sick were placed in wagons and sent to the village. By 9.15 a.m. every man and officer, with the exception of the ship's crew and officers, were off the ship, and a large amount of baggage was landed. All day long the captain and officers of the ship and the ship's stewards worked their hardest to save the baggage and men's kits, and get provisions on shore. About 20 or 30 horses were saved out of a total of nearly 350, whilst the soldiers rowed backwards and forwards for the salvage. All the crew left the ship, with the exception of the ship's officers, at 6.30 p.m., and at half-past two she burst asunder, completely submerging the fore part of the ship and two troops of our horses, in all 72 horses. In the morning the sea became very rough, and it was quite impossible to put off a boat, and all the remaining horses perished, with the exception of two or three which managed to swim ashore in an utterly exhausted state. It is very greatly owing to the indefatigable manner in which Captain Crosby and the officers of the ship worked that such a large proportion of baggage was saved.

RATS BEARERS OF PLAGUE.

BY DR. HERMAN W. BIGGS.

It has always been known that rats suffer from the plague. Wherever that disease has attacked men it has attacked the rats, which often die by tens of thousands.

But it is only of late that rats have been regarded as likely to communicate the plague to human beings.

Dr. Simond, who made extensive experiments in China and India from 1893 to 1898, declares that rats are more active disseminators of the disease than are human beings. The latter, he says sometimes bring plague into a country and no epidemic follows. But an epidemic always follows its introduction by rats. Dr. Simond declared that plague always first appeared among the inhabitants of a quarter in which rats had been stricken, and would remain common to that quarter unless the rats migrated. From the moment that migration began the disease would spread, invariably following the routes taken by the rats. Dr. Simond studied a number of cases of people who contracted the disease by touching rats.

Dr. Simond attempted to infect rats and mice by giving them food containing the germs of plague, but did not succeed. He discovered that plague-stricken rats were infested by a certain kind of fleas, and that after they became ill the fleas multiplied by hundreds. He examined the stomachs of these fleas and found bacilli resembling the bacilli of plague, but in fleas taken from healthy rats no such bacillus was found.

Dr. Simond quoted the opinion of Gersin that the bacilli of plague multiply in the stomachs of flies, and is of the opinion that the same is true of bugs.

The case against the rat is not conclusive. The subject was discussed before the British Commissioners investigating the plague situation in India, and the views expressed conflicted. It was shown that in districts infested by rats the mortality from plague was less than in others where rats were scarce. Moreover, during these outbreaks ships close by the worst plague-spots had no plague on board, although no measures were taken to prevent rats from passing back and forth.

The first outbreak in Bombay occurred at the jetties, where a number of dead rats were found, which were said to have come off ships unloading cargoes from Hongkong. These ship

rats would make for the large granaries, and in fact thousands of dead rats were found among the grain.

In Russian ports the greatest care is used to prevent the landing of rats. Ships from suspected ports are not allowed to touch at the wharfs, and when for any reason it is necessary to sent a line ashore or to any tug or lighter they are obliged to place a metal device upon it shaped like a funnel. Then if a rat attempts to walk away on the hawser he can go no further than this trap. Then he must turn back or fall into the water.—*N. Y. World*

TRADE IN 1899.

In the course of a review on trade in 1899, *The Times* says:—

The history of the year 1899 shows several phenomenal records among the general chorus of admittedly prosperous trading reports. One or two decades back the results of certain years were also eminently successful, but the present situation quite surpasses their records, and in a few trades fully 25 to 30 years have elapsed since anything like similar conditions were experienced. The gradual improvements of the past four years have undoubtedly led up to the success of the past year, and, concurrent circumstances aiding, every opportunity has been taken to secure the results of the flood tide of prosperity. From several quarters there appear to be indications that the ebb tide is nearly in view, but with orders booked a head covering the whole of the present year's production a disposition is naturally shown to indifference about what next year's position may be.

The chief point of satisfaction is in the fact that nearly all the trades have been without any special excitement or unwise speculation. The metal trade, from the extraordinary development of activity giving an inducement to speculators to attempt to profit thereby, has been the principal scene of such operations, in some directions benefiting the producers, and in others the regular merchants who have an experienced understanding of the whole situation. Another point is the recovery of the position of leading producers in metallic manufacture, both America and Germany having now to pay from us, instead of the opposite, as was the case in recent years. The Yorkshire woollen industry having quite overcome the heavy set back caused by the American Dingley Tariff also affords matter for sincere congratulation, showing the native determination to fresh persevering effort when one door is closed to find another of perhaps equal importance. The tinplate industry has also overcome its long-endured injury from the competition of protective countries, though it has still to face fresh efforts in the same direction elsewhere. The one section of the community outside the general share of prosperity is the agricultural, the crops having been marketed at a low level of prices, while the results of pastoral farming have been even less remunerative than usual. A few industries have also had but indifferent results, being overshadowed by more prosperous undertakings, and failing to attract attention. The withdrawal of artisans for service in the Army in some instances has tended to check progress, as only unskilled labour has been available to replace those withdrawn. The war in South Africa, being anticipated some months before it was declared, led to some containment of exports thence, and to entire stoppage of supplies since hostilities began. On the other hand, Sheffield and Birmingham industries have gained greatly as they have been occupied in providing supplies of material, and several other cities have had a quickening of activity owing to their ability to furnish specialities for Government use.

Some testimony to the soundness of the business situation is shown in the fact that dearer money has as yet very little restricted any branch of trade. The prices of raw produce (excepting metallic) remain at very reasonable levels, so that manufacturers are unhindered in their enterprise. Food products are likewise on a low basis, while the working classes are earning over the average, and the people generally have a greater spending power.

SMOKELESS POWDER AND BLUE GLASSES.

The following letter appears in the *Times*:—

TO THE EDITOR.

Sir,—So much has been said and written of late, in relation to the difficulty of "locating" such of the Boer guns as are loaded with "smokeless" powder, that the word of explanation may not be out of place. Except at night time, the "flash" of the explosion of such powder is practically invisible at the usual distances, the pale mauve-tinted flame of each discharge being effectually stopped or masked by the yellow colour of sunshine or ordinary daylight. The flame-colour itself is chiefly due to the presence of the metal potassium in the powder, and is most powerfully exhibited when picrate of potassium, or a nitrated gun-cotton (pyroxiline or trinitro-cellulose subsequently treated with a solution of nitrate of potassium—*i.e.*, nitre or saltpetre) is an ingredient in the powder.

But such explosion-flames can be readily seen if care be taken to cut off all light proceeding from the red and yellow rays of the solar spectrum (and especially those of or near the so-called D line of the sodium flame). This can be accomplished by looking through a piece of blue glass of a certain shade.

The blue glass of commerce is of two kinds, but only one of them—viz., that coloured by oxide of cobalt—is of any practical utility for the present purpose. It is of a beautiful blue-violet tint, and a disc of it hung in front of a good field glass will enable a "smokeless" flash to be easily "located" at the longest ranges yet employed. There is, moreover, no occasion—as I note has been suggested in one quarter—to "send to America for violet glasses," there being plenty of excellent cobalt-glass in in this country. Most of the blue bottles in which poisonous preparations are put up by druggists are made of the cheaper kind of glass which is of little use; but sometimes a clear cobalt-coloured bottle can be met with in a dispensary, and a broken piece of one might thus come in handy. Failing cobalt-glass, there is yet—as the cookery books would put it—"another way."

Amongst the ordinary coal-tar colouring matters is one commercially know as "Hofmann's violet." This is soluble in spirit, and with such a solution it is easy to colour a thin sheet of gelatine or mica. But a better plan is to take out the "front conbination" lenses of your field-glass and to "paint" the posterior surface with the transparent dye and then replace it. The instrument will then show the "invisible flash" of a potassium-flame perfectly without the trouble of adjusting a separate piece of cobalt-glass, and being inside the film of colour is not liable to be wiped off when dusting the exterior before using it.

Trusting that these little practical hints may be of service, I remain, Sir, yours obediently,

W. LASCELLES SCOTT, Lecturer on Chemistry and Physics, late Public Analyst for Counties of Derby, N. Stafford, Glamorgan, &c.

Chemical and Physical Laboratories, Little Ilford,

Essex, Jan. 2.

THE GERMAN EMPEROR AND THE NAVY.

BERLIN, January 4th.

The speech made by the Emperor on New Year's Day before the officers of the Berlin Garrison is severely criticized by the *Kölnische Volkszeitung* in an article entitled "Is a Conflict on the Navy Question in Sight?" The leading organ of the Clerical party deals with that passage of his Majesty's speech in which he announced his intention of carrying through the work of reorganizing the navy in the same way as his grandfather had laboured for the army. The *Berliner Neueste Nachrichten* had described this passage as "word of salvation in the navy question." To this the Clerical organ retorts that on various occasions during the last few years it has been maintained that the Emperor had spoken the "word of salvation" and yet events had turned out differently. During the last 12 months the utterances of the Emperor in favour of the "Penal Servitude" Bill and the Canal Bill had been greeted in the same manner, and yet had failed to produce the desired effect even upon the Conservatives.

The Rhenish Clerical journal calls attention to the fact that the Emperor speaks of carrying through the reorganization of the navy "in the same manner" as William I. carried through his schemes for the army. But William I. carried through the reorganization of the army against the will of the representatives of the people, and without their consent, which was prescribed by the Constitution. Is the increase in the strength of the navy to be carried through "in the same manner," if necessary? The *Kölnische Volkszeitung* points out that a "conflict" in a federation like the German Empire is a very different thing from a "conflict" in a single independent State such as Prussia was at the time of the struggle over the army reorganization. For a "conflict," as for a dissolution, the consent of the Federal Council is required, and the Clerical organ does not believe that the Sovereign and Government of Germany are so enthusiastic for the navy that they would at all be disposed to enter into a "conflict" with the majority of the German nation upon the question of an increase in the strength of the fleet. But a "conflict" in which a section of the federated Governments took no part is quite inconceivable, for it would involve the break-up of the Empire. "It thus seems by no means out of the question that, if it should come to the push, moderate opinions would prevail in the Federal Council, and the great struggle would end in smoke like so many things in Germany which at first are entered upon with such a great flourish of trumpets."

The *Frankfurter Zeitung* says that the increase in the fleet desired by the Emperor is much greater than that advocated by the responsible Ministers. His Majesty spoke of a navy "fitted to stand by the side of my land forces," which would imply the intention to create a fleet of the first rank, equal, if not superior, to that of England. From this it would follow that the Navy Bill which is now announced is only the precursor of the real great navy scheme.

ST. PETERSBURG, Jan. 3rd.

The New Year's speech of the German Emperor to the Berlin garrison rings a jarring discord with the rosy propects of international peace and universal amity set forth in yesterday's number of the Russian diplomatic organ, the *Journal de St. Petersburg*, as the anticipated results of all the Powers having signed the acts of the Conference at The Hague. Only six months after the work of that august assembly the power of the sword is again proclaimed to the world by the war lord of Germany, and the hopes of seeing the new century inaugurate a new era in the settlement of international disputes again receive a severe shock. Such is the comment of a Russian journal, the *Rossia*, while other papers treat the speech of the Emperor William in conjunction with that of President Loubet in Paris.

The *Novosti* considers that these two speeches complete each other, having regard to the different positions of the two countries to which they respectively refer, and that the one made in Berlin is no more threatening to peace than the one delivered in the French capital. The *Novoe Vremya* says the international circumstances in which the works of the Emperor William have been spoken give them special importance and the character of a demonstration in connexion with his Majesty's determination to have a strong navy. It thinks that speech is intended particularly for English ears, especially for those politicians across the Channel who continue to harbour the secret and mistaken belief that Germany sets store upon anything like an alliance with the United Kingdom. The Emperor makes it clear that his attitude towards present events in South Africa would be quite other than what it is if he now possessed a sufficiently numerous and powerful fleet.—*Times Cor.*

MARK TWAIN'S BOER.

Mark Twain gives elaborate calculations, based on the last Boer war and the Jameson Raid, as to the number of Englishmen and guns and rounds of ammunition necessary to kill one Boer. This is part of the argument:

Let us now examine history, and see what it teaches. In the four battles fought in 1881 and the two fought by Jameson, the British loss in killed, wounded and prisoners, was substantially 1,300 men; the Boer loss, as far as is ascertainable, was about 30 men. These figures show that there was defeat somewhere. It was not in the absence of courage. I think it lay in the absence of discretion. The Briton should have done one thing or the other: discarded British methods and fought the Boer with Boer methods—or augmented his own force until—using British methods it should be large enough to equalise results with the Boer.

To retain the British method requires certain things, determinable by arithmetic. If, for argument's sake, we allow that the aggregate of 1,715 British soldiers engaged in the four early battles was opposed by the same aggregate of Boers, we have this result; the British loss of 700 and the Boer loss of 28 argues that in order to equalise results in future battles you must make the British force 30 times as strong as the Boer force. Mr. Garrett shows that the Boer force immediately opposed to Jameson was 2,000 and that there were 6,000 more on hand by the evening of the second day. Arithmetic shows that in order to make himself the equal of the 8,000 Boers, Jameson should have had 240,000 men, whereas he merely had 530 boys. From a military point of view backed by the facts of history, I conceive that Jameson's military judgment was at fault.

Finally, says Mark Twain: If I could get the management of one of those campaigns, I would know what to do, for I have studied the Boer. He values the Bible above every other thing. The most delicious edible in South Africa is 'biltong.' You have seen it mentioned in Olive Schreiner's books. It is what our plainsmen call 'jerked beef.' It is the Boer's main stand-by. He has a passion for it, and he is right.

THE FRENCH PRESS AND THE WAR.

PARIS, January 4th.

The *Figaro*, which has sought hitherto to maintain with regard to the South African war a fairly unbiased attitude, publishes to-day a letter from M. Eugene de Haupick, a Russian engineer officer, whose prophecies of disaster for General Roberts and his army would be more discouraging if he did not end up with one of the maddest notions which have come to the light since the war began, although that, it will be admitted, is saying a good deal. "General Joubert," says the Russian officer, "is ill. Who is in command during his convalescence? We have no knowledge of his general staff. The army then would be without a head. . . . But in the irreproachable organization of this army, in the cool, mathematical certainty of its movements, my soldier's soul feels the presence of an iron hand, and I should not be surprised to learn one day that the head which guides this hand is to be found at Potsdam, and that it is in the calm of the Potsdam Cabinet that the strategical movements are studied which, through the Delagoa Bay cable, have destroyed some thousands of Englishmen, and may destroy the army of General Roberts. But I am a soldier, and politics do not concern me."—*Times Cor.*

PARIS, January 4th.

The *Siècle* says it has received on the occasion of the New Year numerous congratulatory messages from its readers on its articles regarding the Transvaal. The article on the war which appears in its columns this morning concludes as follows:—

"It was the Boers who prepared and wished for the war in the hope that they would realize their programme of 1881—namely, Africa for the Afrikanders, from the Zambesi to Simon's Bay. Should they succeed, what benefit would be obtained thereby by the natives, whom they have always treated so harshly, by the Cape Afrikanders, who at the present moment have the government of the Cape Colony in their hands, by the shareholders in the gold mines, and by civilization generally?"—*Reuter.*

GENERALS TUCKER AND MACDONALD.

PAST RECORDS.

The following are the records of Major-General Tucker, who was recently appointed to take the command of a division at the Cape, and Brigadier-General Hector Macdonald, who succeeds Major-General Wauchope in the command of the Highland Brigade.

Colonel Hector Archibald MacDonald, D.S.O., is forty-six years of age. He obtained his comission in the Army in January, 1880, after having served between nine and ten years in the ranks. He received his captaincy in January, 1888, was made Major in July, 1891, lieutenant-colonel in November, 1896, and received his brevet of colonel in November 1898. From June, 1885, to April, 1888, the gallant Colonel was employed with the Egyptian Constabulary, and from May, 1888, to July, 1899, he was employed with the Egyptain Army. He holds the rank of Brigade General, India. Colonel MacDonald's war services consist of the following:—

Afghan War, 1879-80.—Affair of Karatiga; action of Charasiah and subsequent pursuit; final occupation of Kabul. Expedition to Maidan, operations between 10 and 23 Dec., 1879, and action of 23 December. Action of Childukhtean. March from Kabul to relief of Kandahar; reconnaissance of 31 August and battle of 1 September. Medal with 3 clasps; bronze star. Promoted to second lieutenant.

South African War, 1881.—Transvaal campaign. Battle of Amajuba Mountain.

Soudan Expedition, 1885.—Nile. As garrison adjutant at Assiout from 22 January to 5 June, 1885.

Soudan, 1888-91.—Action at Gamaizah; 3rd class Medjidie. Action of Toski. Two clasps. D.S.O. Capture of Tokar, February 18, 1891. 3rd class Osmanieh; clasp to bronze star.

Expedition to Dongola, 1896.—Commanded Egyptain brigade; brevet of Lieutenant-Colonel.

Nile Expedition, 1897.—In command of an Egyptain brigade.

Nile Expedition, 1898.—In command of an Egyptian brigade, Battle of Khartoum. A D.C. to the Queen with brevet of Colonel.

Major-General Charles Tucker was born in December, 1838, and entered the army in November, 1855. He was made lieutenant two years later, captain in May, 1860, major in November, 1877, lieutenant-colonel in July, 1879, colonel in July, 1883, and major-general in September, 1893. He was employed on staff service as colonel on the staff, Natal, from August, 1891, to September, 1893, as brigadier-general, Natal, from September, 1893, to September, 1895, and was appointed Major-General, India, in December, 1895. Major-General Tucker served in the Bhootan expedition in 1865-6, and received a medal with clasp, and through the South African war, 1878-9, in the operations against Sekukuni. Zulu Campaign, 1879, Action of Intombi River and battle of Ulundi. For these services he received a medal with clasp and was made a C. B.

PORTUGAL'S ATTITUDE.

LISBON, January 3rd.

In the House of Peers to-day, the Minister for Foreign Affairs, replying to a question regarding the war in South Africa, declared that the course taken by Portugal was to see that neither of the belligerents found help or support at Lorenzo Marques. He had received no information of the transit of men or material for the war, and any contravention of their orders by the officials would be duly punished. The Minister added that Portugal had no reason to doubt the loyalty and correct conduct of Great Britain.

In reply to another question, the Foreign Minister declared, first, that there were only two attitudes in presence of an armed conflict—that of those who took part in it and of those who did not take part in it; second, that Portugal was not taking part in it and there were precedents for not declaring neutrality; third, that the Anglo-German Treaty was between two foreign nations, and that Portugal had received from the two nations, as had already been stated in the Cortes, the most categorical declarations of respect for her sovereignty; fourth, that Portugal could make no treaty without the cognisance of the Cortes.—*Times.*

THE PARIS EXHIBITION.

[Special Telegram to the *Progreso*.]

BARCELONA, January 28th.

The workmen employed in erecting the buildings for the Paris Exhibition have gone out on strike, and all works in connection with the Exhibition are at a standstill. This action is believed to have been instigated by the Royalist Party, who are endeavoring to make the Exhibition a failure. The strike is causing serious inconvenience to the directors of the Exhibition and some alarm to the French Government.

SAD ACCIDENT IN BELGIUM.

Upwards of 40 school children were drowned on December 22nd in an ice accident at Frelinghem, Belgium, near the French frontier. The school children of the district, it appears from a Brussels dispatch, had been given a holiday, with permission to play on the frozen River Lys. When the merriment was at its full height, the ice broke suddenly, and the children disappeared. A few were rescued half dead, but the majority were drowned. Thirty-six bodies have been recovered, but the others are still missing. The catastrophe spread consternation through the town, where nearly every family suffered loss.

A DOCTOR ON ABSINTHE.

DISQUIETING STATISTICS.

Dr. Jacquet has communicated to a medical society, writes the Paris correspondent of the *Pall Mall Gazette*, the results of an inquiry on which he has been engaged into the progress of alcoholism in Paris. His facts and figures are of the most disquieting character; and only too fully bear out the information derived from other sources as to the ravages caused by the incredibly rapid increase in the consumption of intoxicating drinks in the capital.

Dr. Jacquet's observations bear more particularly on the patients treated in the Paris hospitals. Out of 4,774 cases personally investigated by the eminent physician, 1,405, or 29.61 per cent., were found to be persons who habitually drank to excess and whose malady, if not directly ascribable to alcohol, had been greatly aggravated by the abuse of stimulants. Moreover, Dr. Jacquet is convinced that the percentage given ought in reality to be higher. The patients are disposed to conceal their excesses—a fact especially noticeable in the case of women, who, even when confirmed topers, stoutly mantain that they are models of sobriety. A striking feature of the situation is that the proportion of drunkards greatly augments when only the more serious cases treated in the hospitals are considered. Calculated on this basis the percentage of inebriates rises to 46.

The perhaps unparalleled facilities for obtaining drink that exist in Paris, and the practice, rapidly becoming universal, of taking *apéritifs*, or appetisers, before meals, are considered by Dr. Jacquet to be among the principal causes of the alarming growth of the drink habit. Women, in particular those of the lower classes, are especially influenced to join the ever-increasing army of tipplers by the fact that the temptation to indulge in stimulants meet them at every turn. A great number of small tradesmen, especially greengrocers and coal merchants, add to their income by selling intoxicants. Servants and others can thus obtain drink without frequenting the bars or wineshops they would be ashamed to enter. Chemists, too, are capital offenders. They have taken advantage of the vogue acquired by certain much-advertised strengthening wines or "quinquinas" to push the sale of similar products of their own manufacture. Dr. Jacquet affirms that they often persuade their customers to take one of these concoctions, which are merely strongly alcoholised wines sweetened with an admixture of kola, in the place of prescriptions ordered by a doctor.

But the craze for appetisers is more deadly still. It has spread to all classes of society, while the drinks swallowed under this pretext—absinthe, vermouth, and the various "bitters"—are the most pernicious forms of alcohol in existence. The increase in the consumption of absinthe, the most deleterious of all these poisons, among the working classes is appalling. Many workmen have now reached the pitch of drinking absinthe with their meals as well as taking it when they get up in the morning and before lunch and dinner. Dr. Jacquet is of opinion that the habitual taking of absinthe is responsible for much of the morbid irritability displayed by Frenchmen at the present day.

SHIPPING REPORTS.

Captain Blaxland, of the steamship *Esmeralda*, from Manila, reports:—Strong N.E. winds and heavy sea throughout the passage.

Captain J. B. Jackson, of the steamship *Loosok*, from Bangkok, *via* Ang Hing, reports:—Experienced strong N.E. winds and high sea, increasing to a gale from N.N.E. on passing the Paracel Islands.

Captain A. E. Hodgins, of the steamship *Haiman*, from Tamsui, Amoy and Swatow, reports:—Tamsui to Amoy fresh N.E. modsoon and foggy weather. Amoy to Swatow fresh N.E. monsoon and thick dirty weather. Swatow to Hongkong fresh N. to N.E. winds and dark cloudy weather. Vessels in Amoy:—*Cheangchew* and *Haeting*. In Swatow:—*Chihli*, *Shengking*, *Taiwan*, and *Wingsang*.

NOTANDA.

CALENDAR.

FEBRUARY.

Meteorological means based on fifteen years' observations to 1898.

Barometer	30.141
Thermometer	57.3
Humidity	79.0
Rainfall	1.76

TO-DAY.

WEATHER REPORT.

	On date at 10 a.m.	On date at 4 p.m.
Barometer	30.46	30.33
Temperature	50	51
Humidity	35	42
Rainfall	—	—

TO-DAY.

Tuesday, 6th February, 1900.

Chinese—*7th of 1st moon of 26th year of Kwang-sü.*

Sun—*Rises*	*6hr. 40min.*
Set	*5hr. 48min.*
High water—*Morning*	*1hr. 33min.*
Afternoon	*1hr. 46min.*
Low water—*Morning*	*6hr. 56min.*
Afternoon	*8hr. 18min.*

ANNIVERSARIES.

1685—Death of Charles II.
1792—Battle of Seringapatam.
1838—Sir Henry Irving born.
1840—The Spanish Envoy Halcon arrived at Macao to demand satisfaction from the Chinese for the burning of the Spanish brig *Bibaino*.
1896—Residents appointed to the Federated Malay States.
1897—Persons on relief in India numbered 2,467,000.

TO-MORROW.

Wednesday, 7th February, 1900.

Chinese—*8th of 1st moon of 26th year of Kwang-sü.*

Sun—*Rises*	*6hr. 39min.*
Sets	*5hr. 49min.*
High water—*Morning*	*2hr. 58min.*
Afternoon	*2hr. 44min.*
Low water—*Morning*	*7hr. 26min.*
Afternoon	*10hr. 27min.*

ANNIVERSARIES.

1812—Charles Dickens born.
1843—The *Celestial*, the first Hongkong built vessel launched.
1856—Annexation of Oude.
1868—The *Therese* taken by coolies 62 days after her departure, the officers and crew killed.
1878—Pius IX. died.
1894—The steamer *St. Asaph* sunk by the steamer *Hangchow* off Breaker Point; all hands lost.
1867—Disturbances in Crete became serious
1898—Great fire at Manila, estimated loss $2,000,000.
1898—Strike of Officers of the British Indian Steamship Co., commenced.

AGENDA.

TO-DAY.

Ocean Steamship Co.'s steamer *Menelaus* leaves for London.
Cargo ex *Braemar* subject to rent.

TO-MORROW.

Noon—Ninth Annual Meeting of the Hongkong Ice Co., Ld. at Messrs. Jardine, Matheson & Co.'s offices.
4.30 Football—H. K. F. C. (A) v. Sergeants of R. W. F.
Cargo ex steamer *Chusan* subject to rent.
Cargo ex steamer *Teenkai* subject to rent.
Cargo ex steamer *Radnorshire* subject to rent.

H.K.V.C. ORDERS.

5.30 p.m.—Company Drill for recruits of all units.

THURSDAY, 8th.

Noon—Extraordinary meeting of the China Provident Loan and Mortgage Co.'s Messrs Shewan, Tomes & Co.'s offices.

H.K.V.C. ORDERS.

5.30 p.m.—Trumpeter's class.
4.30 p.m.—Range Finding class.
5.30 p.m.—'F' 'B' Gun Drill at Kowloon Docks.
5.30 p.m.—'A' 'B' and 'C' Co.'s Gun Drill at East Point.
3 p.m.—'E' Co.'s Electricians, Electric Light run at Lyemun Launch leaves S. M. Pier returning at 6 p.m.

FRIDAY, 9th.

Daylight—N. Y. K. steamer *Hitachi Maru* for Europe.
Austrian Lloyd's Steam Navigation Co.'s steamer *Trieste* leaves for Fiume and Trieste.

SATURDAY, 10th.

N. P. R. steamer *Glenogle* leaves for Victoria B.C and Tacoma.
(About) C. & O. steamer *Carmarthenshire* leaves for San Diego and Frisco.

SUNDAY, 11th.

(About) N. L. H. A. steamer *Holsatia* leaves for Havre and Hamburg.
(About) S. & T's New York Line steamer *Queen-Eleanor* leaves for New York.

MONDAY, 12th.

3.00 and 3.15 p.m.—Auction sale of Crow Lands, Wanchai Road and Queen's Road East, at P. W. D. Offices.
4 p.m. N. Y. K. steamer *Idzumi Maru* leave for Victoria, B.C. and Seattle.
9 p.m.—Amateur Dramatic Club, "Yeoman of the Guard" at the City Hall.

TUESDAY, 13th.

Noon—O. & O. steamer *Gaelic* leaves for San Francisco.
Noon—C. N. steamer *Tsinan* for Australia.
N. P. R. steamer *Abergeldie* for Portland Oregan.

SHIPPING AND MAIL NEWS.

MAILS DUE.

German (*Sachsen*) to-morrow.
German (*Bayern*) to-morrow.
Australian (*Australian*) 12th inst.
American (*Hongkong Maru*) 12th inst.
American (*Algoa*) 20th inst.
Canadian (*Empress of Japan*) 23rd inst.
American (*China*) 24th inst.
American (*Doric*) 1st prox.

* * *

The H. A. L. steamer *Savoia*, from Hamburg, left Singapore for our port on the 6th inst., and may be expected here on or about the 12th inst.

HONGKONG AND WHAMPOA DOCK RETURNS.

Isla de Cuba	at	Kowloon	Dock.
Isla de Luzon	"	"	"
Kweiyang	"	"	"
U.S.S. Monadnock	"	"	"
U.S.S. Iris	"	"	"
Empress of India	"	"	"
Wongkoi	"	"	"
Hongkong	"	"	"
Trafalgar	"	"	"
D. Juan d'Austria	"	Cosmopolitan	"
Menmuir	"	"	"
Daphne	"	"	"
Victoria	"	"	"

SWATOW WEEKLY SHIPPING REPORT.

(3rd February, 1900.)

ARRIVALS.

Date.	Vessels.	Where from.	Agents.
Jan. 28	Haitan	Hongkong	J. M. & Co.
" 28	Haiching	Amoy	"
" 29	Hailoong	Hongkong	"
" 29	Lanshing	"	"
" 29	Singan	Shanghai	B. & S.
" 29	Wingsang	Wuhu & Chinkiang	J. M. & Co.
" 30	Thales	Amoy	"
" 30	Haifung	Wuhu	C. M. & Co.
Feb. 1	Chinkiang	Wuhu & Chinkiang	B. & S.
" 2	Taiwan	Shanghai	"
" 2	Chikli	Wuhu	"

DEPARTURES.

Date.	Vessels.	Destination.	Agents.
Jan. 28	Haitan	Amoy	J. M. & Co.
" 29	Kiukiang	Shanghai	B. & S.
" 29	Dr. H. J. Rier	H.Kong & Hankow	M. & Co.
" 29	Haiching	Hongkong	J. M. & Co
" 29	Phra C. Klao	Bangkok	B. & S.
" 30	Hailoong	Amoy & Taimsui	J. M. & Co.
" 30	Lienshing	Shanghai	"
" 30	Tokiomatagisan M.	Hongkong	"
" 30	Singan	Shanghai	B. & S.
" 30	Sishan	Saigon	B. & Co.
Feb. 3	Thales	Hongkong	J. M. & Co.

SHIPPING IN PORT.

Date.	Vessels.	Where from.	Agents.
Jan. 29	Wingsang	Wuhu & Chinkiang	J. M. & Co.
" 30	Haifung	Wuhu	C. M. & Co.
Feb. 1	Chinkiang	"	B. & S.
" 2	Taiwan	Shanghai	"
" 2	Chikli	Wuhu	"

PASSED THE CANAL.

Outward—30th December *St. Jerome*, *Indus*, *Dart*, *Lootakkeu*, *Lynrowan*, *Olysapo*. 2nd January—*Emma*, *Laykin*, *Oldenburg*, *Sanuki Maru*, *St. Andrews*. 5th January—*Laos*, *Teenkai*, *Erzherzog*, *Ferdinand*, *Denbighshire*, *Ormazan*. 9th January—*Glenturret*, *Tuskar*. 12th January—*Calchas*, *Sado Maru*. 16th January—*Bayern*, *Nurnberg*. 19th January—*Eidswald*, *Candia*, *Copack*, *Sydney*, *Andantico*. 23rd January—*Orestes*. 26th January—*Java*, *Tonkin*, *Susonia*, *Windsor*. 30th January—*Oakbranch*, *Socotra*.

Homeward—12th Jan.—*Andalusia*, *Savoia*. 16th January—*Yarra*, *Suevia*. 19th January—*Japan*, 23rd January—*Kenmore*, *Melpomene*, *Elizabeth Rickers*, *Patroclus*. 30th January—*Tantalus*, *Benlarig*, *Oceanien*, *Awa Maru*, *Rugby*, *Eskdale Korniloff*, *St. Kilda*, *Stuttgart*.

Shipping.

Arrivals.

ESMERALDA, British steamer, 966, Blaxland, 6th Feb.,—Manila 3rd Feb., General.—Shewan, Tomes & Co.

HAIMUN, British steamer, 636, A. E. Hodgins, 6th Feb.,—Tamsui 30th Jan., Amoy 3rd Feb., and Swatow 5th, General.—Douglas, Lapraik & Co.

LOOSOK, British steamer, 1,020, J. B. Jackson, 6th Feb.,—Bangkok 27th Jan., and Ang Hin 29th, Rice and Timber.—Butterfield & Swire.

LIGHTNING, British steamer, 2,122, S. H. Belson, 6th Feb.,—Calcutta 20th Jan., Penang 27th, and Singapore 30th, General.—David, Sassoon Sons & Co.

TATEGAMI MARU, Japanese steamer, 1,673, M. Torme, 6th Feb.,—Moji 2nd Feb., Coal.—Jefferies.

GAELIC, British steamer, 2,691, Wm. Finch, R.N.R., 6th Feb.,—San Francisco and Shanghai 4th Feb., Mails and General.—O. & O. S. S. Co.

Clearances at the Harbour Office.

Haiou, French str., for Haiphong.
Deuteros, German str., for Saigon.
Chiyuen, Chinese str., for Shanghai.
Progresa, German str., for Touron.
Pak Kong, British str., for Canton.
Diamante, British str., for Manila.
Jacob Diederichsen, German str., for Hoihow.
Else, German str., for Saigon.
Radnorshire, British str., for Shanghai.
Oye Maru, Japanese str., for Keelung.

Departures.

Feb. 6, *Singkiang*, British str., for Manila.
Feb. 6, *Amico*, German str., for Haiphong.
Feb. 6, *Belgian King*, British str., for Hongay.
Feb. 6, *Pronto*, German str., for Saigon.
Feb. 6, *Thales*, British str., for Swatow.
Feb. 6, *Hanoi*, French str., for Haiphong.
Feb. 6, *Diamante*, British str., for Manila.
Feb. 6, *Chiyuen*, Chinese str., for Shanghai.
Feb. 6, *Menelaus*, British str., for Singapore.

Passengers—Arrived.

Per *Loosok*, from Bangkok—2 Chinese.

Per *Haiman*, from Coast Ports—Miss Colville, Messrs. Hicker and MacHaffie, and 43 Chinese.

Per *Lightning*, from Calcutta, &c.—Lieut. Stoddart, Miss Mylan, Messrs. Hutchison, Mason, 367 Chinese and 8 Indians.

Per *Esmeralda*, from Manila—Messrs. Levy, Chapman, Sands, Gunther Martinez, Merino Tonalla, Castillo, Psua, Rodridguez, Col. O. Bird, Capt. Fuller, Mrs. Remedios and 2 children, Miss Noromah, and 9 Chinese.

STEAMERS EXPECTED.

Names.	From.	Due.
Sachsen	Shanghai	To-morrow
Ancona	Singapore	To-morrow
Benvenue	Singapore	To-morrow
Bayern	Singapore	To-morrow
Hitachi Maru	Shimonoseki	To-morrow
Trieste	Japan	To-morrow
Calchas	Singapore	Feb. 9th
Emma Luyken	Singapore	Feb. 10th
Sikh	Japan	Feb. 10th
Australian	Port Darwin	Feb. 12th
Hongkong Maru	Japan	Feb. 12th
Algoa	San Francisco	Feb. 20th
Empress of Japan	Vancouver	Feb. 23rd
China	San Francisco	Feb. 24th
Doric	San Francisco	Mar. 1st

We would direct the attention of shipping firms to the style in which "Steamers Expected" and "Projected Sailings" are now published in these columns, and in so doing respectfully urge the managers of shipping firms to give orders to their clerks to furnish this office, on the forms already supplied gratis with the latest available information every day.

PROJECTED SAILINGS.

Ship.	Destination.	Date.
Abergeldie	Portland, &c.	Feb. 13th
Alesia	Havre, &c.	Mar. 4th
Algoa	San Francisco, &c.	Mar. 1st
America Maru	San Francisco, &c.	April 14th
Asturia	New York	Mar. 18th
Bayern	Straits, &c.	Mar. 7th
Belgian King	San Diego, &c.	Feb. 21st
Bengal	Europe, &c.	Feb. 17th
Birchtor	New York	Feb. 27th
Candia	Japan	Feb. 25th
Canton	London	Feb. 22nd
Carmarthenshire	San Diego, &c.	Feb. 10th
Changsha	Sydney, &c.	Mar. 5th
China	San Francisco, &c.	Mar. 3rd
City of Rio	San Francisco, &c.	Mar. 27th
Coptic	San Francisco, &c.	April 5th
Coromandel	Shanghai	Feb. 17th
Doric	San Francisco, &c.	Mar. 10th
Emp. China	Vancouver, &c.	April 4th
Emp. India	"	Feb. 14th
Emp. Japan	"	Mar. 14th
Esmeralda	Manila	Feb. 9th
Gaelic	San Francisco, &c.	Feb. 13th
Glenogle	Victoria, B.C.	Feb. 10th
Gluthrie	Sydney, &c.	Feb. 20th
Hamburg	Straits, &c.	May 30th
Hangchow	Yokohama	Feb. 12th
Hitachi Maru	Marseilles, &c.	Feb. 9th
Holsatia	Havre, &c.	Feb. 14th
Hongkong Maru	San Francisco, &c.	Feb. 22nd
Idzumi Maru	Victoria, B.C.	Feb. 12th
Java	Shanghai, &c.	Feb. 24th
Kasuga Maru	Manila, &c.	Feb. 23rd
Keelung Maru	Swatow, &c.	Feb. 8th
König Albert	Straits, &c.	April 4th
Kweiyang	Tientsin	Feb. 25th
Lady Joicey	San Diego, &c.	Mar. 31st
Lightning	Singapore, &c.	Feb. 13th
Loongsang	Manila	Feb. 7th
Maidzuru Maru	Swatow, &c.	Feb. 11th
Nippon Maru	San Francisco, &c.	Mar. 20th
Oldenburg	Straits, &c.	Feb. 21st
Preussen	Straits, &c.	May 16th
Prinz Heinrich	Straits, &c.	May 2nd
Pyrrhus	Liverpool	Feb. 18th
Queen Eleanor	New York	Feb. 15th
Radnorshire	Shanghai	Feb. 7th
Rohilla	Japan	Feb. 17th
Sachsen	Straits, &c.	Feb. 8th
Sado Maru	Kobe & Yokohama	Feb. 8th
Sarpedon	London	Mar. 6th
Savoia	Havre, &c.	Mar. 16th
Saxonia	Havre, &c.	Mar. 31st
Shanshi	Shanghai	Feb. 8th
Stentor	London	Feb. 20th
Stuttgart	Straits, &c.	Mar. 21st
Teenkai	London	Mar. 14th
Thyra	San Diego, &c.	Mar. 6th
Trieste	Singapore, &c.	Feb. 9th
Tsinan	Port Darwin, &c.	Feb. 13th
Wakasa Maru	Marseilles, &c.	Feb. 23rd
Weimar	Straits, &c.	April 18th
Yamaguchi Maru	Kobe	Feb. 8th

Entertainment.

THEATRE ROYAL, CITY HALL.

THE HONGKONG AMATEUR DRAMATIC CLUB WILL GIVE FIVE PERFORMANCES OF

THE YEOMEN OF THE GUARD, OR THE MERRYMAN AND HIS MAID,

BY W. S. GILBERT & ARTHUR SULLIVAN, ON

MONDAY, 12th February.
THURSDAY, 15th "
SATURDAY, 17th "
SATURDAY, 24th "
MONDAY, 26th "

Commencing each Evening at 9 P.M. precisely.

Dress Circle and Stalls $3
Pit ..... 1 —

Half-price to the Pit for Soldiers, Sailors, and Police in Uniform.

TICKETS can be obtained at the Booking Office of the Theatre, CITY HALL, on and after MONDAY, the 5th February, at 10 A.M.

The BOOKING OFFICE will be OPEN Daily from that Date from 10 A.M. to 4 P.M. except on Race Days, when it will be Open from 10 A.M. to 12 NOON.

Late Trams will run ½ hour after the fall of the curtain.

H. C. NICOLLE,
Acting Manager.

Hongkong, 29th January, 1900. [122b

For Sale.

FOR SALE.

PARTIALLY DECKED CENTRE BOARD YACHT *GEISHA*. Length over all 26' 6", Water Line 17' 3", Beam 5'. All Lead Ballast. At present in cruising order. For Particulars, apply to

"X,"
c/o This Office.

Hongkong, 26th January, 1900. [116b

Auctions.

GOVERNMENT NOTIFICATION.
No. 33.

THE following Particulars of Sale of Crown Land by Public Auction, to be held at the Offices of the Public Works Department, on MONDAY, the 12th day of February, 1900, at 3 P.M., are published for general information.

By Command,
J. H. STEWART LOCKHART,
Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 27th January, 1900. [148b

Particulars of the letting by Public Auction Sale, to be held on Monday, the 12th day of February, 1900; at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, at Wanchai Road, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of Her Majesty the QUEEN, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements. N.	S.	E.	W.	Contents in Square feet.	Annual Rent.	Upset Price.
			ft.	ft.	ft.	ft.		$	$
1	Inland Lot No. 1,558.	Wanchai Road.	127.6	9.33	5.00	7.33	6,724	86	2,850

GOVERNMENT NOTIFICATION.
No. 34.

THE following Particulars of Sale of Crown Land by Public Auction, to be held at the Offices of the Public Works Department, on MONDAY, the 12th day of February, 1900, at 3.15 P.M., are published for general information.

By Command,
J. H. STEWART LOCKHART,
Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 27th January, 1900 [149b

Particulars of the letting by Public Auction Sale, to be held on Monday, the 12th day of February, 1900, at 3.15 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, in the Colony of Hongkong, for a term of 21 Years.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements. N.	S.	E.	W.	Contents in Square feet.	Annual Rent.	Upset Price.
			ft.	ft.	ft.	ft.		$	$
1	Garden Lot No. 8.	Queen's Road East.	50	50	40	40	2,000	10	100

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

HOMEWARD PASSENGER SEASON, 1900.

NOTICE.

THE Undermentioned Vessels will sail from CHINA DIRECT FOR MARSEILLES, PLYMOUTH AND LONDON.

WITHOUT TRANSHIPMENT.

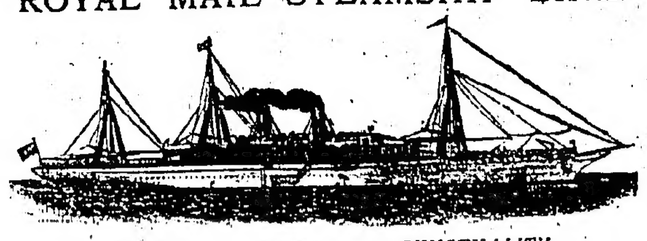
STEAMERS.	Tons.	LEAVE S'hai.	H'kong.	S'pore.
Parramatta	4806	Mar. 27	Mar. 31	April 6
Massilia	5026	April 10	April 14	April 20

For Freight or Passage, apply to
H. A. RITCHIE,
Suprintendent, Hongkong.

4th December, 1899. [23

Mails.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.

1900  1900

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA ...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 14th February.
EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R. ....WEDNESDAY, 14th March.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R. ...WEDNESDAY, 4th April.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
Pedder's Street. [3

Hongkong, 17th January, 1900.

NORTHERN PACIFIC STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Glenogle..... | 3,750 | R. D. Jones | Feb. 10.

ALSO FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION COMPANY.

Abergeldie ..... | 3,777 | J. Murray... | Feb. 13.

THE attention of Passengers is directed to the very cheap rates offered by the Line,

HONGKONG TO LONDON £47.

Excellent accommodation. First-class Tables. DOCTOR and STEWARDESS carried.

HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of he first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Points, and to Canadian and United States Points.

Consular Invoices of Goods for United States Points should be in quadruplicate; and *one copy must be sent forword by the steamer* to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information apply to
DODWELL & CO., LIMITED.
General Agents.

Hongkong, 30th January, 1900. [4

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, *VIA* INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, &c.

Carmarthenshire	2,920	about	Feb. 10
Belgian King ...	3,379	about	Feb. 21
Thyra.....	3,405	about	Mar. 6
Lady Jocey	3,406	about	Mar. 31

THE Steamship

"CARMARTHENSHIRE,"

will be despatched for SAN DIEGO and SAN FRANCISCO, VIA KOBE, YOKOHAMA and HONOLULU, on or about SATURDAY, the 10th February.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same if required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For futher information as to Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, China and Japan.

Hongkong, 22nd January, 1900. [28

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE;

THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu). — Tuesday, 13th Feb., at Noon.
Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu). — Saturday, 10th Mar., at Noon.
Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu). — Thursday, 5th April, at Noon.

THE Company's Steamship

"GAELIC,"

will be despatched for SAN FRANCISCO, *via* SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU, on TUESDAY, the 13th February, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year, will be allowed a discount of 10 per cent. *This allowance does not apply to through fares for China and Japan to Europe.*

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 22nd January, 1900. [2

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.)

THE Steamship

"BENGAL,"

Captain S. Barcham, carrying Her Majesty's Mails, will be despatched from this Port for BOMBAY, &c., on SATURDAY, the 17th instant, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed *viâ* Bombay with Transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to
H. A. RITCHIE,
Superintendent.

Hongkong, 3rd February, 1900. [5

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
YAMAGUCHI MARU ..... Thomas Tibbals	KOBE (DIRECT)	THURSDAY, 8th Feb., at 4 P.M.
SADO MARU ..... W. Thompsen	KOBE and YOKOHAMA	THURSDAY, 8th Feb., at 4 P.M.
HITACHI MARU ..... R. C. Tod	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID.....	FRIDAY, 9th Feb., at Daylight.
*IZUMI MARU ..... M. J. Curnow.....	VICTORIA, B.C. and SEATTLE, U.S.A., VIA SHANGHAI (WOOSUNG), KOBE and YOKOHAMA	MONDAY, 12th Feb., at 4 P.M.
WAKASA MARU ..... J. B. MacMillan	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID.....	FRIDAY, 23rd Feb., at Daylight.
KASUGA MARU ..... E. W. Haswell	MANILA, THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE...	FRIDAY, 23rd Feb., at 4 P.M.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA,
Manager.

Hongkong, 6th February, 1900. [6

NORDDEUTSCHER LLOYD. (*Freight Service.*)

HAMBURG-AMERIKA LINIE. (*Freight Service.*)

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	
HOLSATIA ..... Bahle	HAVRE and HAMBURG. (LONDON with transhipment in HAMBURG)	14th February.	Freight.
ALESIA ..... Knuth	BORDEAUX, HAVRE & HAMBURG. (LONDON with transhipment in HAMBURG)	About 4th March.	Freight.
*SAVOIA ..... Jäger	HAVRE and HAMBURG. (LONDON with transhipment in HAMBURG)	About 16th March.	Freight and Passage.
ASTURIA ..... Hildebrandt	NEW YORK. (via SUEZ CANAL)	About 18th March.	Freight.
SAXONIA ..... Krech	HAVRE and HAMBURG. (LONDON with transhipment in HAMBURG)	About 31st March.	Freight.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further Particulars as to Freight, Passage, &c., apply to

CARLOWITZ & Co.,
Agents.

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TOYO KISEN KAISHA.

TO SAN FRANCISCO, *VIA* INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) — Thursday, 22nd Feb., at Noon.
NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) — Tuesday, 20th March, at Noon.
AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) — Saturday, 14th April, at Noon.

THE Steamship

"HONGKONG MARU,"

will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 22nd February, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 27th January, 1900. [7

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

**Algoa* (via Moji, Kobe and Yokohama ..... — Thursday, 1st March, at Noon.
China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ..... — Saturday, 3rd March, at Noon.
City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ..... — Tuesday, 27th March, at Noon.

(* Taking Cargo only.)

THE U.S. Mail Chartered Steamship

"ALGOA,"

will be despatched for SAN FRANCISCO, *via* MOJI, KOBE and YOKOHAMA on/or about THURSDAY, the 1st March, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNITED PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officers in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

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Consular Invoices to accompany Cargo destined to Points, beyond San Francisco, in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 18th January, 1900. [1

Intimations.

THE PUNJOM MINING COMPANY, LIMITED.

NOTICE is hereby given that at a MEETING of the Board of Directors of the Company, held at the Company's Office, No. 9, Praya Central, Victoria, Hongkong, on Monday, the 29th day of January, 1900, the following Resolution was passed:—

That a CALL of One Dollar per Share upon all the holders of Ordinary Shares in the above Company in respect of all the Shares held by them in the above Company be and the same is hereby made. Such Calls to be paid to the Company at their Bankers, the HONGKONG AND SHANGHAI BANKING CORPORATION, at their Premises, Queen's Road Central, Victoria, Hongkong, on or before the 3rd day of March, 1900.

And Notice is also given that in accordance with Article 24 of the Company's Articles of Association, interest will be charged as from the said 3rd day of March, 1900, at the rate of $10 per centum per annum, upon all calls remaining unpaid after the said 3rd day of March, 1900, up to the actual dates of payment of the same.

Shareholders are particularly requested to note that upon presentation at the office of the Company of the Bankers' receipt for payment of the call together with the certificate of the shares in respect of which the call has been paid, an endorsement to that effect will be made upon the certificate.

By order of the Board of Directors,
W. H. GASKELL,
Secretary.

Hongkong, 30th January, 1900. [130b

HONGKONG, CANTON AND MACAO, STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND at the Rate of 8 per Cent. or $1.20 per Share, Declared at the Ordinary Half-yearly Meeting of Shareholders, held This Day, will be PAYABLE at the HONGKONG AND SHANGHAI BANKING CORPORATION on and after FRIDAY, the 2nd February, 1900.

Shareholders are requested to apply to the Office of the Company for WARRANTS.

By Order of the Board of Directors,
T. ARNOLD,
Secretary.

Hongkong, 1st February, 1900. [136b

"THE ABSENT MINDED BEGGAR."

GRAND NEW PATRIOTIC POEM by RUDYARD KIPLING, Music by Sir ARTHUR SULLIVAN.

Has created a furore unexampled, amazing, immense.

Order at once "for your Credits Sake and Pay, Pay, Pay."

Proceeds given to Patriotic Fund.

ROBINSON PIANO CO.,
Hongkong, Shanghai & Singapore.

Hongkong, 20th December, 1899. [1580a

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS,

PRAYA CENTRAL HONGKONG,

SOAP MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES,
&c., &c., &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUER SCOTCH WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK AT *REASONABLE PRICES.*

Hongkong, 14th May, 1896. [38

JAPANESE CURIOS.

JUST RECEIVED.

OIL PAINTED and EMBROIDERED SCREENS, LACQUERED BOXES, And Several Kinds of PHOTOGRAPH FRAMES at MODERATE PRICES.

D. NOMA,
No. 12, Beaconsfield Arcade,
Opposite the City Hall.

Hongkong, 18th January, 1900. [41

MITSUI BUSSAN KAISHA.

No. 6, Ice House Street, Praya Central.

Head Office:—TOKIO.
Branch Offices:—
LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENTSIN, NEWCHWANG and all Ports in JAPAN.
Agencies:—
Miiki Coal Mines.
Kanada Coal Mines.
Hokoku Coal Mines.
Yoshinotani Coal Mines.
Ohnoura Coal Mines.
No. 1, Ohtsuji Coal Mines.
Ichimura Coal Mines.
Kishima Coal Mines.
Yoshio Coal Mines.
Yamano Coal Mines.
Manoura Coal Mines.
The Osaka Shosen Kaisha, Ltd.
Tokio Marine Insurance Co., Limited.
Meiji Fire Insurance Co., Limited.
Kanegafuchi Cotton Spinning Mills.
Shanghai Cotton Spinning Mills.
Tokio Cotton Spinning Mills.
Miike Cotton Spinning Mills.
Imperial Government Paper Mills.
Onoda Cement Company.

MITSUI BUSSAN KAISHA,
M. FUJISE,
Manager.

Hongkong, 11th December, 1899. [33

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

SANITARY SOAP — JEYES FLUID — THE BEST DISINFECTANT — DISINFECTANT SOAP

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & Co.,
Bank Buildings.

Hongkong, 9th March, 1897. [27

WRECK OF A CHANNEL STEAMER.

The Great Western mail boat *Ibex*, which left Weymouth on the night of 4th January for Guernsey, struck the Black Rock off St. Sampsons, Guernsey, at 6 o'clock next morning. The passengers were awakened by a terrible crash and rushing on deck they found that the *Ibex* was slowly going down within sight of the harbour helts. Boats were launched and life-belts handed round. All the passengers were saved. One sailor was drowned. The vessel sank.

The *Ibex* was built at Birkenhead in 1891. She was a steel vessel of 1,150 gross tonnage.

DEPARTURE OF THE SEVENTH DIVISION.

STIRRING SCENES AT ALDERSHOT.

THOUGHTFUL ATTENTIONS OF THE VOLUNTEERS.

LONDON, January 4th.

The departure from Aldershot of the Seventh Division commenced in the early hours of this morning. The first battalion to entrain was the 1st King's Own Scottish Borderers, under Lieutenant-Colonel Godfrey and Major Mayne. The battalion paraded in three parties. The first, consisting of A Company with the baggage, paraded on their own parade ground at 4 a.m., after a hasty breakfast of coffee and bread and butter. The company left the Aldershot Government siding with a party of eighty-one butchers and bakers of the Army Service Corps, under Lieutenant Mahony, at five o'clock, in most inclement weather. A few minutes after six o'clock the second party of the Borderers left under the command of Lieutenant-Colonel Godfrey, numbering nine over 500. The men were played to the station by the pipers of the battalion, whose bright tartan kilts, combined with their khaki jackets and helmets, gave them a most picturesque appearance.

The third party was commanded by Major Mayne, and included the mounted infantry company. They left soon after eight o'clock, and were accompanied by "No. 7" Bearer Company, consisting of three officers and fifty-five non-commissioned officers and men under Major Pool.

In the meantime the 2nd Norfolk Regiment had paraded their ninth battalion, consisting of "A," "B," "C" and "D" companies. They were attached to the siding to the paying of their own band, and were under the command of Lieutenant-Colonel Phillips. They were quickly entrained and followed, at 7.5 a.m., the first two parties of the Borderers, were to embark in the train. The second half-battalion, with the mounted infantry, paraded at 8.0 a.m., and, accompanied by a number of friends, marched to the entraining platform to the music of the drum and fife band. They were commanded by Major Becher, and left at half-past nine amid cheers and the waving of handkerchiefs.

Their train had scarcely cleared the junction before the first half-battalion of the 2nd Hampshire Regiment arrived on the platform, under the command of Lieutenant-Colonel Biggs. The local company of Volunteers had thoughtfully provided transport waggons and a strong fatigue party, and packed and carried to the siding the whole of the officers' and battalion's bagage. Nor were they content with this, for, when they had entrained, the Volunteers distributed packets of cigarettes to every carriage and provided the sergeants with 500 cigars and the same number of cigarettes. Their thoughtfulness was greatly appreciated, and the men gave them hearty cheers as the train moved out.

The second half-battalion, under command of Major Buckley, left an hour later for Southampton for the transport *Assaye*. The mounted infantry company left in the second train, and while their departure was taking place at the Government siding a similar scene was being enacted at Farnborough station, where the 2nd Lincolnshire Regiment, over 900 strong, left in two special trains at 6 o'clock and 8.30. The first train conveyed "A," "B," and "C" Companies, the heavy baggage, and five officers and thirty-five men of the 2nd Cavalry Brigade Field Hospital, R.A.M.C., under the command of Major Day. The second train conveyed the remaining companies of the battalion under the command of Lieutenant-Colonel Roberts, and were accompanied by Major-General Sir H. C. Chermside, commanding the 13th Brigade, and his staff-officers and servants. They are to embark at Southampton on the *Goorkha*.

The brigade division of field artillery for the 7th Division was inspected this morning by Lieutenant-General Montgomery Moore, general officer commanding at Aldershot. They were commanded by Lieutenant-Colonel Flint, and consisted of the 82nd, 83rd, and 84th Batteries. The mounted band of the Royal Horse Artillery was present and played selections during the inspection.

The total of the troops departing to-day from Aldershot thus includes four battalions of infantry, with the 14th Brigade Staff. These troops will embark on the *Assaye*, *Goorkha*, and *Braemar Castle* at Southampton in the course of the afternoon. Between them these ships are estimated to carry 4,614 officers and men. Major-General Prior and the staff embark with the Lincolnshire Regiment in the *Goorkha*.—*P. M. Gazette.*

DISORDERS IN NEW GUINEA.

The *Cologne Gazette* of December 28th states there is bad news for the British from New Guinea. A feud has broken out among the tribes. Seven villages have been burned and the lives of the missionaries are endangered. There are fears that the disorder will spread to German territory.

UNCLAIMED LETTERS AT THE POST OFFICE.

Letters for the following persons lie unclaimed at the Post Office:—

Arnold, A. K.	Lochemder, Lord
Angier, A. G.	Lillie, J. J.
Abraham, J.	Lanlor, J.
Ah Fong, Miss	Lambir & Dodge, J. E.
Amoy, Fanny	Lourenthal, J.
Alekseiff, M.	Linse, M. H.
Armstrong, A.	Laloubere
All, Miss	Lunie, Mrs.
Armsmocker	Lee, Henrietta
Arab, N. M.	Lhiazeo, D.
Ayres	Lharplor, H. K.
Aviles, D. V.	Lee, C. A. Lieut.
Arnold, E. W.	Lewis, Miss
Brown Bros., N. P.	McClelland, Miss
Butt & Co.	Moseley, Mrs. M. E.
Butt, W. S.	McGovern, P.
Blasersky, A.	McCoughan, E. H.
Baronian, Z. S.	Madegain, G.
Bennet, J.	Moore, Mrs. M.
Bennemer, Mr.	Mui Yung, Mrs.
Blake, R. E.	Montilla, T.
Baring, T.	Masanor, Miss
Banibago, E. M.	Mothichundi, A. K.
Biby, Angan	Mordical, S. R.
Ballard, Anna	Macay, A. R.
Brennes, C.	Musze, Paul
Burnett, L. C.	Mastbura, Mr.
Brusse, G.	Maralla, C.
Buckley	Marquis, F. A. M.
Bambridge, Miss	McGilivray, D.
Bloom, Rosa	Modigam, E. S.
Brooks, F.	Marriott, H. D.
Berthier, T.	Matsuda, E.
Bowles, C. E.	McMenry, E. C.
Barker, A. M.	Middleton, Miss
Bass, J. F.	Nagrata, T.
Brawarn.	Natheate, S.
Belys, M.	Nomara, G.
Bourdonel	Naylu, C. J.
Baddroff	Otatsu, Mrs.
Bridge, G. E.	Okane, Miss
Brooks, Mr. & Mrs.	Oviedo, F.
Berner, C.	Oyshi, Mrs.
Crook, Miss H. C.	Oshigo
Cum Yi, W. S.	Okieda, Miss
Close, C. G.	Oyai, Miss
Crooback, H.	Osada, Miss M.
Cowell, J. M.	Prynn, F. J.
Capps, W. L.	Piesse, C.
Cranston, Miss E.	Pierce, Mrs. P.
Clarke, S. J.	Pierce, W.
Craig, Miss A.	Polter, Rev. H. C.
Clifson, G.	Philippas, J.
Chinevala, S. F.	Pijnappel, J. H.
Crook, Miss N. C.	Perrine, Mrs. R. L.
Chan Yau Wing	Pantuch, J.
Cutler, Miss R.	Parker, Mrs. A.
Cameron, D. C.	Pouce, S. E.
Chambers, E. H.	Packarse, R.
Crony, H.	Putman, J. K.
Cox, Miss M. J.	Patten, Mrs. J. F.
Carben, J. I.	Plot, R.
Chubb, J. S.	Panigeon, Mr. & Mrs. A.
Chaplin, Miss	Puthil, R. P.
Chambers, Capt. J.	Pracht, J.
Dawtershaw, Mrs.	Peoples, Rev. S. C.
Ducat, Capt. C. M.	Pans, S. M.
Delen, Mrs. L.	Rouget, J.
David, M. W.	Riccardo, P.
Deladonespa	Reurks, S. A.
D'Arcy, Miss E.	Roberts, Mrs. D.
Dauncey, C.	Rozario, Sra. D. E.
Dean, W. A.	Robbins, Miss J. F.
Dalton, C.	Richardson, Mrs. F. M.
Dirke, R.	Richardon, Miss.
Davies, Capt. F.	Richerals, Miss D.
Elias, A.	Rosenzweig, Mis. P.
Elina, M.	Rotenberg, C.
Edwards, L.	Ranson, L. E.
Eckert, R. B.	Rawlings, R.
Eatomolozesten	Ratchel, Mr.
Fiereman, M. H.	Rewsens, G.
Fetrant, Mons.	Rumbold, W.
Forster, R. C. H.	Robinson, F.
Foster, L.	Remison, A.
Fong, Hal	Rosa, Mrs.
Franklin, C. S. P.	Robertson, M. E.
France, A. G.	Rynock, W.
Fernandes	Rumbold, W.
Flores, D. A.	Roebelen, C.
Frey, Miss L. E.	Reynolds, J.
Geis, Mrs. L.	Sharpe, C.
Goldman, G.	Sternburg, G.
Grosjean, Mons.	Seifert, Mis. R.
Goldshly, S.	Simplicio, Mrs. J.
Galgoczy, Josephine von	Smith, D.
Glover, Mr.	Smith, Miss L.
Guentz	Sprague, W. N.
Gracia, L.	Seldanha, D. E.
Galey,	Sung Tor Lee
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Haimovitch, E.	Seckenger, F.
Hill, Mrs.	Sexon, I. F.
Hardouin, C.	Seeran, R. A.
Hough, C. C.	Sing Pun
Holstadt, L.	Scott, C. N.
Hamilton, Miss E.	Sena, Miss C.
Hopkins, R. G.	Shpiler, M.
Harrison, Miss L.	Scott, R. A.
Hoony, C.	Sydney, G.
Hoffman, G. M.	Souch, H. J.
Hutchison, G. W.	Sawada
Hall, J. A.	Sisopya, Mrs.
Halertet, H.	Thomson, R.
Hamilton, Mrs.	Tara Singh
Hamilton, Capt. E.	Tiffany, S.
Hooper, F. A.	Tagma, H.
Hope, F. C.	Tratman, J. N.
Hee, Ah	Thompson, Rev. H.
Harman, G.	Traender, F.
Hamilton, Capt.	Tanaka
Hill, Rev. J. R.	Thompson, R. M.
Hall, W.	Tamier, B.
Hague, A.	Tins, Mrs.
Iplicjian, S.	Thomas, G. V.
Ingram, Miss C. G.	Tamari, S.
Johnson, G. C.	Volkmann, J. T.
Japan Importing and Exporting Co.	Vernon, M. A.
	Warbuk, Dr. K.
Johnston, W. A. J.	Walker, C. H.
Jones, Dr. R. F.	Wallace, Capt. J.
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Jini, Messrs.	Whimerab, T. C.
Johnson, Rev. H. G.	Walter, E.
Johnston, Capt.	Walton, C.
Kyngdon, A.	Whitehead, W.
Knoll, Miss L.	Wurth, M. C.
Kelly, Mrs. B.	Wainstein, A.
Kantzow	Ward, Mrs.
Kyrican	Woolfe, E.
Kemmber, D. F.	Yemada
Kemp, Mr.	Yemeda, H.

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Asa Singh.	McLellan, Mrs. E. E.
Andrews, Mrs.	Mehta Khan.
Bonomond, P.	Marti, Roman
Blake, J.	Musso & Co., D. (2)
Baker, J.	Nestiz, W. N.
Boota Singh	Newham, Otto (3)
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Catsesos, Dr. F.	Otis Miss H.
Cameron, Wm.	Pelley, E. Le
Crawford, J. R.	Rieus, A.
Cox, Mrs.	Rankin, A. W.
Cattarinich, A.	Rauchverger, Miss F.
Cuardich, P.	Reilly, S. G.
Ekman, Miss Ida	Raulsen, Theo.
Elias, A.	Raymond
Ebram, Momon	Ratta Singh
Foote, Miss E.	Rotchel, Mrs.
Forsyth, G. G. S.	Sterner, C. L.
Figueron, A. F. y	Silva, U. da
Gatjards, J.	Sonda, Mrs. J. (2)
Gromed Singh.	Steward, C. Y. S.
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Hooper, G. H. (4)	Silva, L. J. da
Hancock, W. St. J.	Shtenberg, S.
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Halverson, S. C. (3)	Schaminsky, S. (3)
Hamilton, E.	Schwantaneskupart, S. C.
Harboe, H.	
Havers, G. (2)	Suckermann, Y.
Israil, Eisik	Spencers, Wm.
Inlall Din	Sennet, Freres (2)
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Jackson, Sergt. C.	Stacleus, L.
Kohn, Siegfried	Sunder Singh
Kirwood, J.	Taho, Miss.
Louis, C. A.	Van Laer
Lewis, Mrs. A. E. (2)	Weissman, B.
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S.S. *Diomed* .....J. Fleming (Baker). (2)
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S.S. *Hoihao* .....S. Simonsen.
S.S. *Loosah* .....G. Menzies.
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USE FOR OVER 20 YEARS.
HAS the most Natural.

Thoroughly [illegible] for Wood and Stone again White Ants, Decay, Fungus Rot and Dampness.

Sole Agents for China,
LUTGENS, EINSTMANN & Co.
Hongkong, 18th [illegible] 1899. [31

NOTICE.

NIGHT SCHOOL, for EURO[illegible]ANS, by an EX-SCHOOL MASTER.
Terms moderate, for Particulars apply
"Z."
c/o This Office.
Hongkong, 18th August, 1899. [104a

THE NEW FRENCH REMEDY.

THERAPION.

This successful and highly popular remedy, as employed in the Continental Hospitals by Ricord, Rostan, Jobert, Velpeau, and others, combines all the desiderata to be sought in a medicine of the kind, and surpasses everything hitherto employed.

THERAPION No. 1, in a few days only, removes all discharges from the urinary organs, effectually superseding injections, the use of which does irreparable harm by laying the foundation of stricture and other serious diseases. In dysentery, piles, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.

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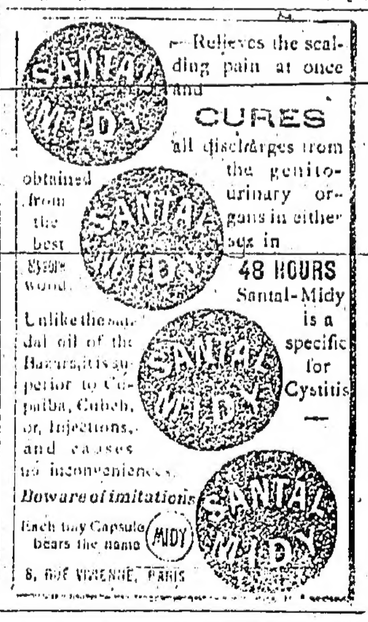
THERAPION No. 3, for nervous exhaustion, waste of vitality, and all the distressing consequences arising from early error, excess residence in hot, unhealthy climates, &c. It possesses surprising power in restoring strength and vigour to the debilitated.

THERAPION may be procured of the principal Chemists and Merchants throughout the world. Price in England 2/9 and 4/6. In ordering, the purchaser should state which of the three numbers he requires, and observe that the word "THERAPION" appears on the Government Stamp (in white letters on a red ground) affixed to every genuine package by order of Her Majesty's Hon. Commissioners, and without which it is a forgery.

Sold by A. S. WATSON & Co., Limited, Hongkong, China and Manila. [26



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For INFANTS and INVALIDS.

When prepared is similar to Breast Milk.

MELLIN'S FOOD WORKS, PECKHAM, LONDON, ENGLAND.

Shipping.

STEAMERS.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"LOONGSANG,"

Captain Weigall, will be despatched as above TO-MORROW, the 7th instant, at 4 P.M.

This Steamer has Superior Accommodation for First class Passengers, and is fitted throughout with Electric Light.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 5th February, 1900. [110b

"SHIRE" LINE.

FOR SHANGHAI.

THE Steamship

"RADNORSHIRE,"

Captain Hadley, will be despatched as above TO-MORROW, the 7th instant.

For Freight or Passage, apply to
SHEWAN, TOMES & Co.

Hongkong, 3rd February, 1900. [101b

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

THE Company's Steamship

"SHANSI."

Captain Carnaghan, will be despatched as above on THURSDAY, the 8th instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 5th February, 1900. [147b

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"TSINAN,"

Captain Anderson, will be despatched as above on TUESDAY, the 13th February.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First Class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Passage, apply to
BUTTERFIELD & SWIRE.
Agents.

Hongkong, 29th January, 1900. [32b

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"TSINAN,"

Captain Anderson, will be despatched on TUESDAY, the 13th February, at Noon.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and *vice versâ*.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 29th January, 1900. [33b

OCEAN STEAMSHIP COMPANY.

FOR LIVERPOOL (DIRECT).
Taking Cargo at London Rates.

THE Company's Steamship

"PYRRHUS,"

Captain Batt, will be despatched as above on SUNDAY, the 18th instant,

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 3rd February, 1900. [80b

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at TIMOR, PORT DARWIN & QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"GUTHRIE,"

Captain Dabelle, will be despatched as above on TUESDAY, the 20th February, at Daylight.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric-light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and *vice versâ*.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 30th January, 1900. [126b

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"STENTOR,"

Captain Jackson, will be despatched on TUESDAY, the 20th February.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 12th January, 1900. [51b

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN.

THE Company's Steamship

"KAEIVANG,"

Captain Outerbridge, will be despatched as above on SUNDAY, the 25th instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 3rd February, 1900. [143b

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"BIRCHTOR,"

will be despatched for the above Port on or about the 27th instant and will be followed by S.S. "ST. REGULUS."

For Freight, apply to
DODWELL & CO., LIMITED,
Agents.

Hongkong, 1st February, 1900. [132b

Shipping.

STEAMERS.

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR SWATOW, AMOY AND TAKAO.

THE Company's Steamship

"KEELUNG MARU,"

Captain S. Nagato, will be despatched for the above Ports, on THURSDAY, the 8th instant, at Daylight.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 6th February, 1900. [146b

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ, PORT SAID, FIUME AND TRIESTE.
(Taking Cargo at through Rates to South Africa, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT and ADRIATIC PORTS.)

THE Company's Steamship

"TRIESTE,"

Captain A. Mitis, will be despatched as above on FRIDAY, the 9th instant.

Silk and Valuables are transhipped on arrival at Bombay into an accelerated liner.

For information as to Passage and Freight, apply to
SANDER, WIELER & Co.,
Agents.

Hongkong, 5th February, 1900. [144b

IMPERIAL GERMAN MAIL LINE.

STEAM FOR
SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship

"BAYERN,"

of the NORDDEUTSCHER LLOYD.

Captain E. Prehn, due here with the outward German Mail about the 7th instant, will leave for the above places about 24 hours after arrival.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to
MELCHERS & CO.,
Agents.

Hongkong, 3rd February, 1900. [22

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"MAIDZURU MARU,"

Captain T. Ogata, will be despatched for the above ports, on SUNDAY, the 11th instant, at Daylight.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 5th February, 1900. [45

CHINA NAVIGATION COMPANY, LIMITED.

FOR YOKOHAMA.

THE Company's Steamship

"HANGCHOW,"

Captain Pearce, will be despatched as above on MONDAY, the 12th instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 5th February, 1900. [150b

SHEWAN TOMES & CO'S. "NEW YORK" LINE.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"QUEEN ELEANOR,"

will be despatched for the above Port, on or about the 15th instant.

To be followed by

The Steamship

"MORVEN,"

about the 25th February, 1900.

For Freight, apply to
SHEWAN, TOMES & Co.,
Agents.

Hongkong, 3rd February, 1900. [19b

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"CHANGSHA,"

Captain Moore, will be despatched on MONDAY, the 5th March, at Noon.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and *vice versâ*.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 31d February, 1900. [141b

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"SARPEDON,"

Captain Grier, will be despatched on TUESDAY, the 6th March.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 26th January, 1900. [115b

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON.

THE Company's Steamship

"TEENKAI,"

D. Davies, Commander, will be despatched as above on WEDNESDAY, the 14th March.

For Freight, &c., apply to
JARDINE, MATHESON & Co.,
Agents.

Hongkong, 2nd February, 1900 [138b

NOTICE.

THE OFFICES of the "HONGKONG TELEGRAPH" have This Day been removed to No. 50, QUEEN'S ROAD CENTRAL, Second Floor, (the premises formerly occupied by Messrs. POWELL & Co.) to which address all communications should be addressed.

ETH. F. SKERTCHLY,
Manager.

Hongkong, 1st May, 1899.

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSSEN & Co.

Hongkong, 28th May, 1896. [34

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"CHUSAN,"
FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed *at their risk* in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 7th instant, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE,
Superintendent.

Hongkong, 1st February, 1900. [5

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW AND LIVERPOOL.

THE Company's Steamship

"TEENKAI,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods, are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 7th instant, at Noon will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

Optional Goods will be landed here unless instructions are given to the contrary before Noon, TO-DAY.

JARDINE, MATHESON & Co.,
Agents.

Hongkong, 1st February, 1900. [131b

"SHIRE" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM LONDON, PENANG AND SINGAPORE.

THE Steamship

"RADNORSHIRE,"

Captain Hadley, having arrived from the above Ports, Consignees of Cargo are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 7th instant, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 7th instant, at 2.30 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
SHEWAN, TOMES & Co.,
Agents.

Hongkong, 2nd February, 1900. [135b

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"CLYDE,"
FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed *at their risk* in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—

From London, &c., *ex* S.S. *Oceana* and *Carthage*.

From Australia, *ex* S.S. *Australia*.

From Persian Gulf, *ex* S.S. B.I.S.N. and E. & P.S.N.Co's. Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 1 P.M., TO-DAY.

Goods not cleared by the 9th instant, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE,
Superintendent.

Hongkong, 3rd February, 1900. [5

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "ABERGELDIE."
FROM PORTLAND, OR., YOKOHAMA, KOBE AND MOJI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL & CO., LIMITED,
Agents.

Hongkong, 5th February, 1900. [4

To be Let.

TO LET.

"HARFORD," MAGAZINE GAP.

GROUND FLOOR, 52, PEEL STREET.

Apply to
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 17th November, 1899. [18

Intimations.

MEE CHEUNG,

PHOTOGRAPHER,

TOP FLOOR OF ICE HOUSE, IN *Ice-House Road.*

IS now in a position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East.

GROUPS AND VIEWS a speciality.

Hongkong, 22nd September 1898. [40

SIEN TING,

SURGEON DENTIST,

No. 10, D'AGUILAR STREET.

TERMS VERY MODERATE,

Consultation free.

Hongkong, 27th September, 1898. [39

NOTICE.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbours:—

BITTERN, British bark, Atkins—Siemssen & Co.

VISITORS AT THE HONGKONG HOTEL.

Aitken, Mr. J. H.
Angus, Mrs. John
Bailey, Mr. W. S.
Barber, Mr. J. N.
Barlow, Mr. B. J.
Bird, Col. Chas.
Blackburn, Com. R.N.
Bottenheim, Mr. and Mrs. A. H.
Brooks, Mr. Franklin
Brooks, Mrs. F. W.
Burgdorff, Mr. T. F.
Burwell, Mr. W. T.
Byron, Mr. J. C.
Calwell, Miss
Carter, Mr. H. B.
Chapman, Mr. T. P.
Church, Mr. and Mrs. W. T.
Clark, Dr. and Mrs. F.
Clark, Mr. Nelson S.
Connar, Mr. M. J.
Dawson, Comdr. and Mrs. Pudsey
Denroche, Mr. P. C.
Drum, Miss
Drysdale, Miss
Earnshaw, Mr. & Mrs. and 2 children
Eddy, Mrs. T. H.
Farrar, Mrs. J. P.
Fleischer, Mr.
Fuller, Mr. B. H.
Glover, Mrs.
Goddard, Capt.
Griffin, Major and Mrs.
Hall, Mr. R. J.
Hamilton, Mr. W. H.
Havers, Mr. G.
Horsey, Mr. and Mrs. H. H.
Howard, Mr. T.
Hudson, Mr. H. N.
Isemonger, Mr. F. M.
Jeffreys, Major & Mrs.
Joseph, Mr. and Mrs. E. S.
Katsch, Mr. E. A.
Kestermacher, Mr. E. J.
Kinghorn, Mr.
Kingsley, Mr. T. H.
Klamberg, Mr. & Mrs.
Kyshe, Mr. and Mrs. Norton
Lambie, Mrs. J. E., child and amah
Leggatt, Mr. E. C.
Levey, Mr. S. J.
Levy, Mr. L. A.
Lutz, Mr. E.
MacGowan, Mr. R. J.
MacHaffie, Mr. D.
Macmillan, Mr. A. C.
Mayston, Mr. J. Y.
McDonald, Mr. John
McLeod, Mr. & Mrs. F.
Meser, Mr. T. S.
Mower, Mr. F. R.
Murphy, Mr. E. O.
Neeson, Mr. J. W.
Neirop, Mr. Van
Newman, Col. and Mrs.
Ochlschlager, Mr. K.
Ogden, Mrs. A. C.
Ogden, Mr. E. W.
Orea, Mr. C.
O'Neill, Mr. J. J.
Otis, Mrs. George L. and maid
Otis, Miss
Partow, Mr. Max
Parfitt, Mr. W.
Peisse, Mr. A. B.
Petter, Mr. E. C.
Price, Mr. C. J.
Reeves, Mr.
Reville, Mr. J.
Richardson, Mr. G. E.
Robins, Mr. S. J.
Rolph, Mr. R. T.
Rose, R.A.M.C., Lt.-Col.
Simmons, Mr. H.
Smith, Dr. A. G.
Smith, Mrs. E.
Smith, Mr. Gordon R.
Smythe, Mr. A. J.
Hamilton
Stulz, Mr. and Mrs. and family
Taylor, Mr. B.
Vaughan, Mr. H. S.
Waghorn, Mr. G.
Waldow, Mr. R.
Walling, Mr. and Mrs. B. T. and child
Warfield, Mr. and Mrs.
Wenyon, Mr. and Mrs. W. F.
Whiley, Mr. & Mrs. W.
Whiley, Miss
Whitlow, Mr. and Mrs. A. W.
Wild, Mr. and Mrs. Bagnall
Woodin, Mr. E. L.
Young, Mr. A. L.
Zuniga, Mr. J. M. de

VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Bermdoague, Mr. Louis
Brayne, Mr. H. F. R.
Bruce, Admiral & Mrs. and maid
Bure, Mr. P.
Clarke, Capt. and Mrs. A. C.
Dann, Mr. G. H.
Dow, Mr. P.
Drœze, Mr. F. J. Haver
Ezekiel, Mr. J. S.
Forbes, Mr. A.
Fraser, Lt.-Col. A. R.
Gompertz, Mr. H. H.
Gorges, Colonel E. H.
Graham, Mr. D. M.
Gros, Mr. Edward F.
Hallifax, Mr. and Mrs. E. R.
Hays, Mr. J.
Irvine, Mr. F. D.
Jacob, Mr. F. B.
John, Major G. R. St.
Kofod, Capt.
Lee, Mr. J. E.
Martin, Mr. R.
Mitchell, Mr. R.
Mounsey, Mr. and Mrs.
O'Gorman, Lt.-Col. The
O'Gorman, Madame
Pollock, Hon. H. E.
Prynne, Capt. H. V.
Rumsey, Comdr. R. M.
Sinclair, Mr. A.
Smith, Mrs. Albert
Smith, Mr. A. Findlay
Stokes, Mr. A. G.
Stokes, Mr. A. P.
Thomson, Mr. O. D.
Wardwell, Misses (2)
Wardwell, Miss
Wheeler, Mr. G. H.

CRAGIEBURN.

Andrews, Mrs.
Clementi, Mr. C.
Cottam, Mr. and Mrs. J. P. and son
Flynn, R.N. Rev. F.
Johnson, Rev. F. T.
Johnston Mr. R. F.
Libeaud, Mrs.
Simmonds, Mrs.
Simonds, Capt. C. B R.A.
Snow, Lt. C. F., U.S.N.
Snow, Mrs. C. F. and daughter
Strong, Dr. Richard
Volpicelli, Consul
Volpicelli, Madame

EXCHANGE.

Hongkong, 6th February.

ON LONDON, Telegraphic Transfer	1/11 7/16
" Bank Bills, on demand	1/11⅛
" Credits, 4 months' sight	1/11 15/16
" D'ments, 4 months' sight	2/0 1/16
ON BERLIN, (demand)	M. 2.01
ON PARIS, Bank Bills, on demand	2.46½
" Credits, 4 months' sight	2.52
ON NEW YORK, Bank Bills, on demand	47¾
" Credits, 30 days' sight	48⅛
ON BOMBAY, Telegraphic Transfer	144⅞
" On demand	145
ON SHANGHAI, Telegraphic Transfer	72
" Private, 30 days' sight	73¼
ON YOKOHAMA, T.T.	3¾ per cent. prem.
Sovereigns, Bank's Buying Rate	$10.26
Gold Leaf 100 touch, per tael	53.40
Bar Silver	27⅞
Dollars	2½ per cent. prem.

OPIUM QUOTATIONS.

Hongkong, 6th February.

New Patna	950	per chest.
New Benares	927½	"
New Malwa	890	per picul.
Old Malwa	950/960	"
Persian, Oily, cash	640/650	"
Persian, paper tied	875	"

(*Allowance, taels 10.*)

The Share Market.

LATEST QUOTATIONS.

(February 6th.)

Companies.	Paid up Capital.	Latest quotation.
Banks.		
Hongkong & Shanghai Banking Corporation	$125	335 % premium
The Bank of China & Japan, Limited—(Preference)	£ 5	Nominal
The Bank of China & Japan, Limited—(Ordinary)	£ 4	£1 buyers
The Bank of China & Japan, Limited—(Deferred)	£ 1	£5.5 buyers
National Bank of China, Ld.	£ 8	$26½
Do. Founders	£ 1	$20
Marine Insurances.		
Union Ins. Society of Canton, Ld.	$ 50	$235
China Traders' Ins. Co., Ld.	$ 25	$57
North China Ins. Co., Ld.	£ 25	Tls. 180
Yangtsze Ins. Assoc. Ld.	$ 60	$117½ buyers
Canton Ins. Office, Ld.	$ 50	$130
Straits Ins. Co., Ld.	$ 20	$2½
Fire Insurances.		
Hongkong Fire Ins. Co., Ld.	$ 50	$335
China Fire Ins. Co., Ld.	$ 20	$88
Shipping.		
Hongkong, Canton, & Macao Steamboat Co., Limited	$ 15	$29½ ex div.
Indo-China Steam Navigation Co., Ld.	£ 10	$88
China & Manila S.S. Co., Ld.	$ 50	$87 buyers
Douglas Steamship Co., Ld.	$ 50	$51
China Mutual S. N. Co., Ld.—(Pref.)	£ 10	£10 buyers
China Mutual S. N. Co., Ld.—(Ord.)	£ 10	£10
China Mutual S. N. Co., Ld.—(Darv.)	£ 5	£5
Star Ferry Co., Ld.	$ 10	$20
"Shell" Transport & Trading Co., Ld.	£100	£250
Refineries.		
China Sugar Refining Co., Ld.	$100	$115 buyers
Luzon Sugar Refining Co., Ld.	$100	$47
Mining.		
Punjom Mining Co., Ld.	$ 6	$5.75
Punjom Mining Preference Shares	$ 1	$1.30
Société Anonyme des Charbonnages du Tonkin	Frs. 250	$350
Queen Mine, Ld.	25 cts.	$0.30
Jelebu Mining and Trading Co., Ld.	$ 5	$13½
Raub Australian Gold Mining Co., Ld.	15s. 10d.	$62
Olivers Freehold Mines, Ld.	$ 5	$8½
Olivers Freehold Mines, Ld.	$ 4½	$6
Great Eastern & Caledonian Gold Mining Co. Ld.	$ 5	$1
Do. (Preference)	$ 1	$0.40
Docks, Wharves and Godowns.		
Hongkong & Whampoa Dock Co., Ld.	$125	550 % premium
Hongkong and Kowloon Wharf & Godown Co., Ld.	$ 50	$84
Watchu Warehouse & Storage Co., Ld.	$ 37½	$43½
New Amoy Dock Co. Ld.	$ 6¼	$21
Lands, Hotels and Buildings.		
China Provident Loan & Mortgage Co., Ld.	$ 10	$9.25
Hongkong Land Investment & Agency Co., Ld.	$ 50	$117
Kowloon Land and Building Co., Ld.	$ 30	$28
West Point Building Co., Ld.	$ 50	$40
Hongkong Hotel Co., Ld.	$ 50	$127
Humphrey's Estate & Finance Co., Ld.	$ 10	$10
Cotton Mills.		
Hongkong Cotton Spinning, Weaving & Dyeing Co., Ld.	$100	$40
Ewo Cotton Spinning & W. Co., Ld.	Tls. 100	Tls. 60
International Cotton Mfg. Co., Ld.	Tls. 100	Tls. 65
Laou-kung-mow Cotton Spinning & Weaving Co., Ld.	Tls. 100	Tls. 72½
Soy Chee Cotton Spinning Co., Ld.	Tls. 500	Tls. 375
Yahloong Cotton Spinning Co., Ld.	Tls. 100	Tls. 54
Miscellaneous.		
Green Island Cement Co., Ld.	$ 10	$29
China-Borneo Co., Ld.	$ 15	$15½
A. S. Watson & Co., Limited	$ 10	$16
Watkins, Limited	$ 10	$10½
Hongkong Electric Co., Limited	$ 10	$11½
Hongkong Electric Co., Limited	$ 2	$2.25
Hongkong and China Gas Co., Ld.	£ 10	$135
Hongkong Rope Manufacturing Co., Ld.	$ 50	$275
Geo. Fenwick & Co., Ld.	$ 25	$48
H'kong Ice Co., Ld.	$ 25	$170
H'kong High-Level Tramways Co., Ld.	$100	$150
Dairy Farm Co., Ld.	$ 6	$6
Hongkong and China Bakery Co., Ld.	$ 50	$25
Campbell, Moore and Co., Ld.	$ 10	$16
Bell's Asbestos Eastern Agency, Ld.	£ 1	£1 nominal
United Asbestos Oriental Ag'cy, Ld.	$ 4	$4
United Asbestos Oriental Ag'cy, Ld.	$ 10	$10
Carmichael & Co., Ld.	$ 20	$8
Tebrau Planting Co., Ld.	$ 5	$5
Tebrau Planting Co., Ld.	$ 4	$4

BENJAMIN, KELLY & POTTS,
Share Brokers.

Telegraph Address—"Rialto."
Telephone No. 148.

VESSELS IN PORT.

Steamers.

ABERGELDIE, British steamer, 2,438, J. Murray, 3rd Feb.,—Portland, Oregon via Japan 26th Dec., Flour.—Dodwell & Co., Ld.

AMOY, German steamer, 663, W. Wulff, 29th Jan.,—Moji 23rd Jan., Coal.—Sander, Wieler & Co.

ATAGASAN MARU, Japanese steamer, 1,253, Tasaka, 1st Feb.,—Swatow 30th Jan., Ballast.—Mitsui Bussan Kaisha.

BENGLOE, British steamer, 1,993, A. W. S. Thomson, 2nd Feb.,—Kutchinotzu 30th Jan., General.—Mitsui Bussan Kaisha.

CARMARTHENSHIRE, British steamer, 1,878, Bench, 5th Feb.,—San Diego 24th Dec., General.—Butterfield & Swire.

CHANGSHA, British steamer, 1,463, T. Moore, 2nd Feb.,—Sydney 3rd Jan., Port Darwin 19th, and Manila 30th, General.—Butterfield & Swire.

CHUNSANG, British steamer, 1,418, E. J. Buller, 28th Jan.,—Hongay 25th Jan., Coal.—Jardine, Matheson & Co.

CHWNSHAN, British steamer, 1,281, J. F. Messer, 28th Jan.,—Singapore 19th Jan., Timber.—Bradley & Co.

DAPHNE, German steamer, 1,292, Th. Nissen, 31st Dec.,—Kutchinotzu 26th Dec., Coal.—Siemssen & Co.

DEUTEROS, German steamer, 1,001, E. Petersen, 2nd Feb.,—Saigon 28th Jan., Rice.—Siemssen & Co.

ELSE, German steamer, 903, T. Petersen, 31st Jan.,—Bangkok 23rd Jan., Rice.—Jebsen & Co.

EMPRESS OF INDIA, British steamer, 3,003, U. P. Marshall, R.N.R., 23rd January,—Vancouver 1st Jan., and Shanghai 20th, Mails and General.—C. P. R. Co.

GLENOGLE, British steamer, 2,399, J. Hutcheon, 2nd Feb.,—Moji 28th Jan., Coal.—Dodwell & Co., Ld.

HONGKONG, French steamer, 739, Bastian, 27th Dec.,—Haiphong and Hoihow 26th Dec., General.—A. R. Marty.

IBURIA MARU, Japanese steamer, 1,805, T. Ohumura, 3rd Feb., Muroran 23rd Jan., Coal.—Order.

IDZUMI MARU, Japanese steamer, 3,235, M. J. Curnow, 2nd Feb.,—Moji 25th Jan., General and Coal.—Nippon Yusen Kaisha.

JACOB DIEDIRICHSEN, German steamer, 625, J. F. Bruhn, 3rd Feb.,—Takow 1st Feb., Ballast.—Jebsen & Co.

KEONG WAI, British steamer, 1,115, T. W. Groves, 31st Jan.,—Bangkok 21st Jan., Rice and General.—Yuen Fat Hong.

KEELUNG MARU, Japanese steamer, 1,037, S. Nagata, 1st Feb.,—Moji 27th Jan., Coal.—Order.

LOONGSANG, British steamer, 1,092, Weigall, 3rd Feb.,—Manila 31st Jan., General.—Jardine, Matheson & Co.

MENMUIR, British steamer, 1,980, S. J. George, 6th Dec.,—Sourabaya and Cheribon 25th Nov., Sugar.—Jardine, Matheson & Co.

OYO MARU, Japanese steamer, 1,173, S. Kakimi, 3rd Feb.,—Formosa 31st Jan., Coal.—Jardine, Matheson & Co.

PAKSHAN, British steamer, 1,275, J. Jenkins, 2nd Feb.,—Saigon 29th Jan., Rice and Meal.—Bradley & Co.

PEIYANG, German steamer, 953, R. Kobler, 4th Feb.,—Saigon 30th Feb., Rice.—A. R. Marty.

PHRA CHULA CHOM KLAO, British steamer, 1,012, E.E. McLellan, 2nd Feb.,—Bangkok 25th Jan., General.—Butterfield & Swire.

PROGRESS, German steamer, 687, P. Brandt, 31st Jan.,—Touron 28th Jan., Rice, Coal and General.—Chinese.

PROSPER, Norwegian steamer, 789, Thorstensen, 3rd Feb.,—Sourabaya 23rd January, Sugar.—Geo. R. Stevens & Co.

QUARTA, German steamer, 1,146, H. Johannsen, 3rd Feb.,—Saigon 29th Jan., Rice.—Sander, Wieler & Co.

RADNORSHIRE, British steamer, 1,889, Hadley, 31st Jan.,—London 6th Dec., and Singapore 23rd Jan., General.—Shewan, Tomes & Co.

ST. ANDREWS, Norwegian steamer, 1,971, H. S. Hergen, 3rd Feb.,—Cardiff 17th Dec., Coal.—Order.

SANDAKAN, German steamer, 1,374, E. Muhle, 27th Jan.,—Sandakan 22nd Jan., Timber.—Melchers & Co.

SHANSI, British steamer, 1,250, Carnaghan, 2nd Feb.,—Samarang 22nd Jan., Sugar.—Butterfield & Swire.

SIAM, British steamer, 992, H. N. Holton, 29th Jan.,—Singapore 19th Jan., Timber.—Bradley & Co.

TETARTOS, German steamer, 1,578, T. Desler, 4th Feb.,—Saigon 30th Jan., Rice.—Siemssen & Co.

TRITOS, German steamer, 1,033, P. Lassen, 3rd Feb.,—Saigon 29th January, Rice.—Siemssen & Co.

TYR, Norwegian steamer, 1,418, Z. M. Grøn, 3rd Feb.,—Moji 27th Jan., Coal.—Order.

VICTORIA, American steamer, 1,992, John Panton, 29th Jan.,—Manila 26th January, Ballast—Dodwell & Co., Ld.

WONGKOI, British steamer, 1,115, B. B. Brooke Pigot, 21st Jan.,—Bangkok 13th Jan., and Swatow 20th., Rice and Teak.—Yuen Fat Hong.

WUHU, British steamer, 1,250, W. Benson, 29th Jan.,—Hongay 27th Jan., Coal.—Butterfield & Swire.

YAMAGUCHI MARU, Japanese steamer, 2,038, Thomas Tibbals, 28th Jan.,—Moji 23rd January, Coal.—Nippon Yusen Kaisha.

Sailing Vessels.

ALLERTON, British ship, 1,938, Toye, 31st Jan.,—Cardiff 8th Sept., Coal.—Admiralty.

BITTERN, British barquentine, 399, Thos. Askin, 13th Jan.,—Fremantle via Geraldton 10th Jan., Sandalwood.—Siemssen & Co.

BRODERCK CASTLE, British ship, 1,743, O. Olsen, 29th Jan.,—New York 24th Aug., Case Oil.—Standard Oil Co.

EMILY REED, American ship, 1,460, D. C. Nicklos, 1st Feb.,—Singapore 11th Dec., Petroleum.—Standard Oil Co.

TRAFALGAR, British 4-masted bark, 1,616, M. S. Wright, 26th Dec.,—Hongay 15th Dec., Ballast.—Sander, Wieler & Co.

WARATAH, British schooner, 25, Haynes, 23rd Sept.,—Takow 15th Sept., Ballast.—Mr. F. W. Hall.

WM. H. CONNER, American ship, 1,424, J. T. Erskine, 14th Oct.,—New York 7th May, and Rio Janeiro 11th July, Kerosine.—Standard Oil Co.

HER BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Hongkong, February 6th, 1900.

Alacrity, despatch-vessel, 1,000 tons, 10 6-pdr. q.f. guns, 3,000 i.h.p., Commander A. H. Scott-Dorrien, Hongkong.

Algerine, sloop, 1,050 tons, 6 guns, 1,100 i.h.p., Comdr. E. J. W. Slade, Hongkong.

Aurora, British cruiser, 5,600 tons, Capt. E. H. Bayly, Manila.

Barfleur, 1st class battleship, 13,000 tons, 14 guns, 13,163 i.h.p. Captain Hon. S. C. J. Colville, C.B., en route Wei-hai-wei.

Bonaventure, 2nd class cruiser, 4,360 tons, 18 guns, 9,000 i.h.p., Capt. R. H. J. Montgomerie, C.B., R.N., Shanghai.

Brisk, British cruiser, 1,770 tons, 6 guns, 5,600 h.p. Capt. R. B. S. Wrey, Hongkong.

Centurion, British flagship, 10,500 tons, 14 guns, 9,000 h.p., Capt. J. R. Jellicoe, Hongkong.

Daphne, sloop, 1,140 tons, 8 guns, 2,000 i.h.p., Comdr. C. Winnington-Ingram, Hankow.

Endymion, British cruiser, 7,350 tons, Capt. G. A. Callaghan, Wei-hai-wei.

Esk, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., Lieut.-Comdr. C. Chadwick, Ichang.

Fame, twin screw, torpedo-boat destroyer, 360 tons, 5,400 i.h.p., Lieut.-Com. W. J. Keyes, Hongkong.

Firebrand, 3rd class gunboat, 455 tons, 4 guns, 360 i.h.p., Hongkong.

Handy, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., Hongkong.

Hart, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., Hongkong.

Humber, storeship, 1,640 tons, 800 i.h.p., Com. H. J. Davison, Hongkong.

Iphigenia, 2nd class cruiser, 3,600 tons, 8 guns, 7,000 i.h.p., Capt. H. N. Dudding, Hongkong.

Linnet, gun-vessel, 756 tons, 2 heavy guns, 4 6-pounders, 870 i.h.p., Commander W. W. Smythe, Wuchow.

Orlando, British cruiser, 5,600 tons, Capt. J. H. Burke, Hongkong.

Peacock, 1st class gunboat, 775 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. S. G. Douglas, Shanghai.

Phœnix, British gunboat, 1,015 tons, Comdr. Cochran, Hongkong.

Pigmy, 1st class gunboat, 735 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. J. F. E. Green, Wei-hai-wei.

Plover, 1st class gunboat, 453 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. C. V. de M. Cowper, Manila.

Redpole, British gunboat, 805 tons, Capt. F. F. Haworth Booth, Shanghai.

Sandpiper, British river-gunboat, 2 guns, Lt.-Comdr. Carr, on the West River.

Swift, gun-vessel, 756 tons, 2 heavy guns, 4 6-pounders, 870 i.h.p., Hongkong.

Tamar, receiving ship, 4,600 tons, Comdr. Powell, Hongkong.

Tweed, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., Lieut.-Comdr. H. E. Hillman, on the West River.

Undaunted, 1st class cruiser, 5,600 tons, 12 guns, 6,500 i.h.p., Capt. A. C. Clarke, Hongkong.

Victorious, British battleship, 14,900 tons, 32 guns, 12,000 i.h.p., Captain A. Schomberg, Hongkong.

Waterwitch, surveying vessel, 620 tons, Commander W. P. Dawson, Hongkong.

Whiting, twin screw, torpedo-boat destroyer, 360 tons, 6,000 i.h.p., Lieut.-Comdr. E. Kelly, Hongkong.

Wivern, coast defence ship, 2,750 tons, 4 guns, 1,000 i.h.p., Hongkong.

Woodcock, British gunboat, 2 guns, 560 h.p., Lieut.-Comdr. Watson, on the Yangtsze.

Woodlark, British gunboat, 2 guns, 550 h.p., Lt.-Comdr. R. A. Norton, on the Yangtsze.

Torpedo-boats in Reserve Nos. 6 and 24, 35, 36, 37 and 38, first-class; and 3 second-class boats.

Miscellaneous.

Lien Chiang, Chinese gunboat, 588 tons, Commander Cunha, Hongkong.

Presidente Sarmiento, Argentine cruiser, 2,850 tons, Capt. Seguí, Manila.

Valkyrien, Danish cruiser, 3,000 tons, Prince Valdemar, Shanghai.

Zenta, Austrian cruiser, 2,500 tons, Captain Edwald Thomana von Montalmar, Hongkong.

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

The Russian Squadron.

Admiral Kornilloff, Russian armoured cruiser, 5,000 tons twin screw, 36 guns, 9,500 h.p., Captain Jakovleff, at Nagasaki.

Aleout, Russian gunboat, 810 tons, 8 guns, 1,200 h.p., Captain Elkisky, at Nagasaki.

Bobre, Russian gun-vessel, twin screw, 950 tons, 13 guns, 1,150 h.p., Captain Dobroyolsky, at Nagasaki.

Dimitri Donskoy, Russian armoured cruiser, 3,893 tons, twin screw, 34 guns, 7,000 h.p., Comdr. Sharon, at Nagasaki.

Galdamak, Russian gunboat, 400 tons, twin screw, 18 guns, 3,500 h.p., Capt. Serebrennikoff, at Nagasaki.

Gremiashtchi, Russian armoured cruiser, 1,492 tons, twin screw 12 guns, 2,000 h.p., Capt. Miklashevsky, at Nagasaki.

Koreyetz, Russian cruiser, 1,200 tons, 9 guns, 2,150 h.p., Capt. Sillmann, at Nagasaki.

Mandjour, Russian cruiser, 1,213 tons, twin screw, 14 guns, 1,500 h.p., Capt. Yakovleff, at Nagasaki.

Navarin, Russian battleship, 10,000 tons, 10 guns, 9,000 h.p. Capt. Yemish, at Nagasaki.

Nayezdnik, Russian cruiser, 1,334 tons, 14 guns, 1,800 h.p., Capt. Zarine, at Nagasaki.

Otvazny, Russian armoured cruiser, 1,429 tons, twin screw, 12 guns, 2,000 h.p., Captain Copriianoff, at Nagasaki.

Pamiat Azova,* Russian cruiser, 6,000 tons, 36 guns, 8,000 h.p., Captain Niedermiller, at Singapore.

Rossia, Russian armoured cruiser, 12,200 tons, 22 guns, 14,500 h.p., Capt. Domojiroff, at Vladivostock.

Rurik,† Russian flagship, 10,940 tons, armoured twin screw cruiser, 1st class, 48 guns, 14,500 h.p., Capt. Haupt, at Port Arthur.

Sitaka, Russian gunboat, 4 guns, 1,200 h.p., Capt. Barronoff, at Nagasaki.

Sissoi Veliky, Russian battleship, 19,000 tons, 14 guns, 8,500 i.h.p, Capt. Mollas, at Nagasaki.

Sivoutch, Russian gunboat, 950 tons, twin screw 13 guns, 1,200 h.p., Capt. Soubatin, at Nagasaki.

Vladimir Monomach, Russian cruiser, 6,000 tons, 16 guns, Prince Ouchtomsky, at Chemulpo.

Vostock, Russian torpedo gunboat, 4 guns, 950 h.p., Com. Molchousky, at Nagasaki.

Vsadnik, Russian torpedo boat, 400 tons, 18 guns, twin screw, 1,500 h.p., Capt. Rogulia, at Nagasaki.

Zabiaka, Russian cruiser, 4,230 tons, 20 guns, 2,000 h.p., Capt. Shkruff, at Nagasaki.

(1st and 2nd class.)

Forel, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Jantchichi, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.

Nargen, Russian torpedo boat, 85 tons 4 guns, 1,200 h.p., 22 knots.

Novorossisk, Russian torpedo boat, 87 tons, 4 guns, 2,000 h.p., 19 knots.

Podorosnik, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Sisik, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Skorpion, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Sootchéni, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.

Sterlaid, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Strauss, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Sunguri, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.

RUSSIAN TORPEDO FLOTILLA. (SEA GOING.)

Borgo, 1st class, Russian torpedo boat, 81 tons, 3 guns, 2 torp tubes 1,100 h.p., speed 21 knots.

Revel, 1st class, Russian torpedo boat, 96 tons 3 guns, 2 torp tubes 780 h.p., speed 22 knots.

Sweaborg, 1st class, Russian torpedo boat, 69 tons, 3 guns, 2 torp tubes 780 h.p., speed 19.7 knots.

Ussuri, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.

† Flagship of Vice-Admiral Alexeieff.
* Flagship of Rear-Admiral F. V. Dubossoff.
‡ Flagship of Rear-Admiral Beomoff.

THE FRENCH SQUADRON.

Bengali, 2nd class dispatch-boat, Lt.-Comdr. De La Croix de Castries, at Haiphong.

D'Entrecasteaux,* 1st class cruiser, 8,114 tons, 26 guns, 13,500 i.h.p., Capt. de Marolles, at Saigon.

Descartes, 2nd class protected cruiser, 4,000 tons, 36 guns 631 i.h.p., Captain Philibert, at Kwang-chow-wan.

Eure, Dispatch-transport, Capt. Vallée, at Saigon.

Jean Bart, 1st class cruiser, 4,500 tons, 10 guns, 8,000 i.h.p., Capt. Aubin, at Kwang-chau-wan.

Kersaint, 3rd class cruiser, 1,243 tons, 13 guns, 2,200 i.h.p., Capt. de la Motte du Portail, at Saigon.

Lion, gunboat, 473 tons, 8 guns, 578 h.p., Capt. Amet, Kwang-chau-wan.

Pascal, 2nd class protected cruiser, 4,000 tons, 36 guns, 9,000 i.h.p., Capt. M. Motet, at Hongkong.

Surprise, gunboat, 627 tons, 10 guns, 860 i.h.p., Capt. Mornet, at Saigon.

* Flagship of Vice-Admiral Courrejolles.

THE GERMAN SQUADRON.

Gefion, German cruiser, 4,200 tons, 25 guns, 9,000 h.p., Capt. Rollmann, at Manila.

Hansa,* German cruiser, 6,400 tons, Capt. Pohl, at Singapore.

Hertha, German cruiser, 6,000 tons, Capt. S. v. Usedom, en route Singapore.

Iltis, German gunboat, 1,000 tons, 10 guns, 1,600 h.p., Capt. H. H. Lans, at Hongkong.

Irene, German cruiser, 4,400 tons, 22 guns, 8,000 h.p., Capt. Obenteimer, at Nagasaki.

Jaguar, German cruiser, Captain Kinderling, at Shanghai.

Kaiserin Augusta, German cruiser, 6,000 tons, 12 guns, 13,040 i.h.p., Captain Gülich, at Shanghai.

* Flagship of Admiral Fritze.

THE AMERICAN SQUADRON.

Baltimore, Flagship, U.S. cruiser, 4,413 tons 10 guns, 10,064 h.p., Capt. J. M. Forsyth at Hongkong.

Bennington, U.S. gunboat, 1,710 tons, 6 guns, 3,436 h.p., Com. C. H. Arnold, at Manila.

Brooklyn, Flagship, U.S. cruiser, Admiral Watson, at Hongkong.

Callao, U.S. gunboat, 137 tons, 1 gun, 55 h.p., Lieut. Benjamin Tappan, at Manila.

Castine, U.S. gunboat, 1,330 tons, 8 guns, 2,199 h.p., Comdr. S. W. Very, Japan.

Celtic, U.S. supply-ship, 6,428 tons, 1,800 h.p., Lieut.-Comdr. N. J. K. Patch, at Manila.

Concord, U.S. gunboat, 1,700 tons, 6 guns, 3,405 h.p., Comdr. S. M. Ackley, at Manila.

Culgoa, U.S. supply-ship, 7,000 tons, 2,350 h.p., Comdr. J. W. Carlin, at Manila.

Glacier, U.S. supply-ship, Lieut.-Comdr. J. B. Bridge, at Manila.

Helena, U.S. gunboat, 1,337 tons, 8 guns, 1,998 h.p., Comdr. E. K. Moore, at Manila.

Iris, U.S. distilling-ship, 6,100 tons, 1,300 h.p., Lieut.-Com. W. H. Everett, at Hongkong.

Manila, U.S. gunboat, 1,057 tons, 2 guns, 750 h.p., Lieut.-Comdr. A. P. Nazro, at Manila.

Monadnock, U.S. double-turret monitor, 4,000 tons, 6 guns, 3,000 h.p., Comdr. John McGowan, at Hongkong.

Monocacy, U.S. gunboat, 1,370 tons, 6 guns, 850 h.p., Com. G. A. Bicknell, at Shanghai.

Monterey, U.S. double-turret monitor, 4,084 tons, 4 guns, 5,244 h.p., Comdr. E. H. C. Leutze, at Manila.

Nanshan, U.S. collier, Lieut. L. A. Kaiser.

Oregon, 1st class U.S. battleship, 10,288 tons, 16 guns, 11,111 h.p., Capt. G. F. F. Wilde, at Manila.

Petrel, U.S. gunboat, 892 tons, 4 guns, 1,095 h.p., Comdr. C. C. Cornwell, at Manila.

Princeton, U.S. gunboat, 1,000 tons, 6 guns, 800 h.p., Comdr. Harry Knox, at Manila.

Solace, U.S. cruiser, 5,000 tons, Comdr. Demlap, Manila.

Wheeling, U.S. gunboat, 1,000 tons, 6 guns, 1,081 h.p., Comdr. W. T. Burwell, at Hongkong.

Yorktown, U.S. gunboat, 1,710 tons, 6 guns, 3,392 h.p., Comdr. C. S. Sperry, at Manila.

Yosemite, U.S. converted cruiser, 6,179 tons, 10 guns, 3,800 h.p., Capt. G. E. Ide, at Manila.

Zafiro, U.S. dispatch-vessel, Master A. M. Whitton, at Manila.

THE ITALIAN SQUADRON.

Carlo Alberto, Italian cruiser, 7,000 tons, Capt. R. Cali, Shanghai.

Elba, Italian cruiser, 2,720 tons, Capt. Cecconi, Shanghai.

Liguria, Italian cruiser, 4,500 tons, Captain Casella, Shanghai.

Stromboli, Italian cruiser, 4,000 tons, 36 guns, 4,252 h.p., Capt. C. Bregante, Singapore.

JAPANESE MEN-OF-WAR.

Battleships.

Yashima, 1st class, 12,460 tons, 38 guns, 14,000 h.p., at Kure.

Fuji, 1st class, 12,450 tons, 38 guns, 14,000 h.p., at Yokosuka.

Chinyen, 2nd class, 7,330 tons, 22 guns, 6,200 h.p., at Yokosuka.

Coast Defence Ships.

Matsushima, 1st class, 4,277 tons, 25 guns, 5,400 h.p., at Saseho.

Itsukushima, 1st class, 4,277 tons, 35 guns, 5,400 h.p., at Kure.